

# THE COMMERCIAL MOTOR

FRIDAY, SEPTEMBER 5, 1958  
ONE SHILLING

THE IDEAL 8-WHEELER THE IDEAL 8-WHEELER THE IDEAL 8-WH

L 8-WHEELER

THE IDEAL 8-

IDEAL 8-WHE

ANOTHER  
**THORNYCROFT**  
**'TRUSTY'**

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WHEELER THE

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THE IDEAL 8-W

8-WHEELER THE

WHEELER THE ID

D. Scragg (Transport) Ltd., enthusiastic Thornycroft users for 16 years, have recently added a 'Trusty' ideal 8-wheeler to their fleet: it was supplied by Longton Transport Equipment Co. Ltd., our distributor in Stoke-on-Trent.

THE IDEAL 8-WHEELER THE IDEAL 8-WHEELER THE IDEAL 8-WHE

SHOWING ON **STAND 98** COMMERCIAL MOTOR SHOW, EARLS COURT, SEPT. 26 — OCT. 4  
TRANSPORT EQUIPMENT (THORNYCROFT) LIMITED, THORNYCROFT HOUSE, LONDON, S.W.1

# 6 GOOD REASONS

## FOR FITTING GIRLING REPLACEMENT SHOES

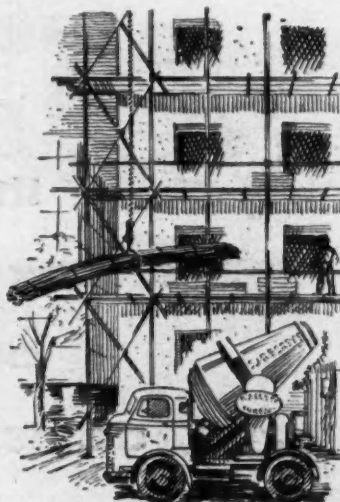
	<p><b>1</b> Girling replacement shoes are inspected to the standard of original equipment</p>		<p><b>4</b> They save you garage time by being perfectly simple to fit</p>
	<p><b>2</b> They are correctly riveted or bonded and precision ground to specified contours</p>		<p><b>5</b> They ensure that the lining fits tight to the shoe platform and so avoids this kind of gapping</p>
	<p><b>3</b> They bed down quickly to full contact area and give highest efficiency braking in minimum time</p>		<p><b>6</b> They are your assurance that your vehicle braking is as good as new</p>

**Don't reline—replace with  
GIRLING FACTORY LINED  
REPLACEMENT BRAKE SHOES**

**GIRLING**  
THE BEST BRAKES IN THE WORLD



# A concrete case for COMMER!



Part of a fleet of 10 diesel-engined Commer 7 tonners recently delivered to Hall & Co. Ltd. Each vehicle is fitted with a 3 cu. yd. capacity agitator and is used to deliver ready-made concrete. A further 5 vehicles of like type are also on order from these well-satisfied operators.

## COMMER 7-12 TONNERS

with the amazingly  
economical Rootes diesel engine

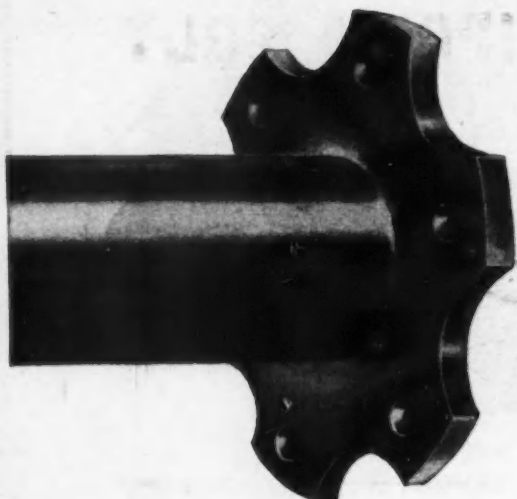
LIKE MANY OTHER major undertakings, the success over the years of Hall & Co. Ltd. is coupled with their choice of transport. Significantly, they have long employed Commer vehicles on various transport tasks, and are among the very many forward-marching firms who continue to rely on Rootes diesel-engined Commer 7-12 tonners to solve their transport problems, economically and efficiently.

**ROOTES PRODUCTS—BUILT STRONGER TO LAST LONGER!**

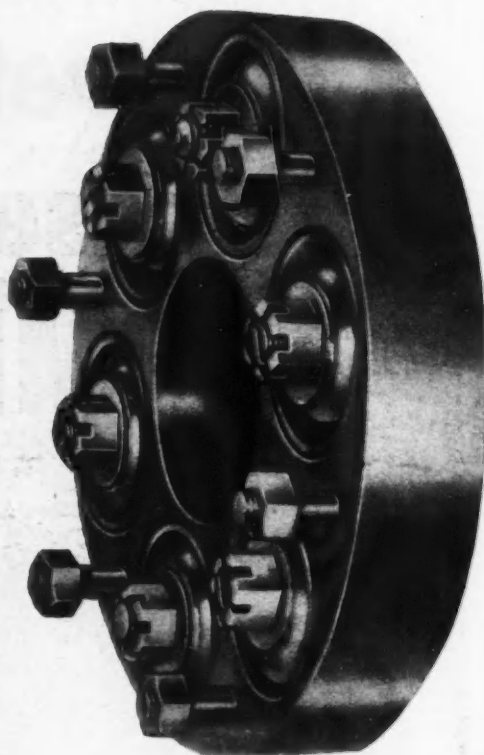
COMMER CARS LTD. LUTON BEDS. EXPORT DIVISION: ROOTES LTD. DEVONSHIRE HOUSE PICCADILLY LONDON W.1

AI

**the toughest  
shock-absorbing  
coupling yet  
devised to meet  
modern needs**



The LAYRUB coupling illustrated above is in the 'six-six' range and meets the demands for a coupling having a high torque capacity where space is restricted. This type is capable of very heavy duty, and is suitable for any application which needs little articulation, but where misalignment must be accommodated. It has been very successfully employed in marine drives, locomotives, railcars, and heavy tractors.



How much rubber . . . what kind of rubber . . . what static torque, what dynamic torque will the coupling have to withstand . . . ? LAYCOCK ENGINEERING have all the answers, because they have been anticipating future demands since the 1930's. When the suggestion of increased b.h.p. from the same litrage keeps coming up, LAYCOCK engineers are not caught unawares—the appropriate coupling exists for every newly designed vehicle; because LAYRUB designers are there at the design-board stage, anticipating the future.

## **LAYRUB** flexible couplings

Member of the  
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Enquiries to

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LIGHT ALLOY REGD.



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### TIPS RIGHT . . .

Homalloy dual-purpose tipping body for independent tipping either side. Overall length 16' 6". Each tipping unit 8' x 7' 6" x 2' high. Homalloy tongued and grooved sections with completely smooth surface inside. Fully sealed.



### TIPS LEFT . . .

Two Homalloy canopy covers per unit (for quick detachment) fix when in tipping position. Overall cubic capacity 8 cu. yds. (approx.). Overall weight of body 15 cwt. (approx.).

***For Home and Export it pays to specify . . .***

**Homalloy**  
LIGHT ALLOY REGD.

**Homalloy Light Alloy Sheets and Sections are specially manufactured by I.C.I. Metals Division**



#### HOME

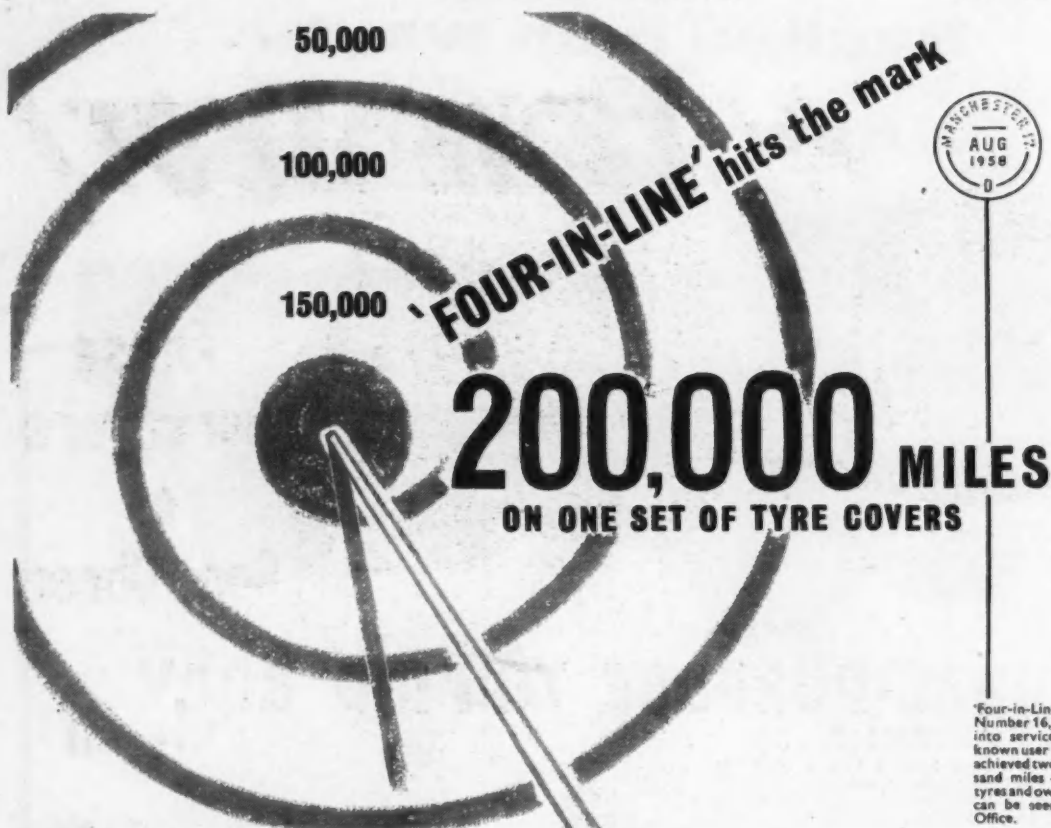
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Phone : Preston 89233 (5 lines) Grams : Homalloy, Preston

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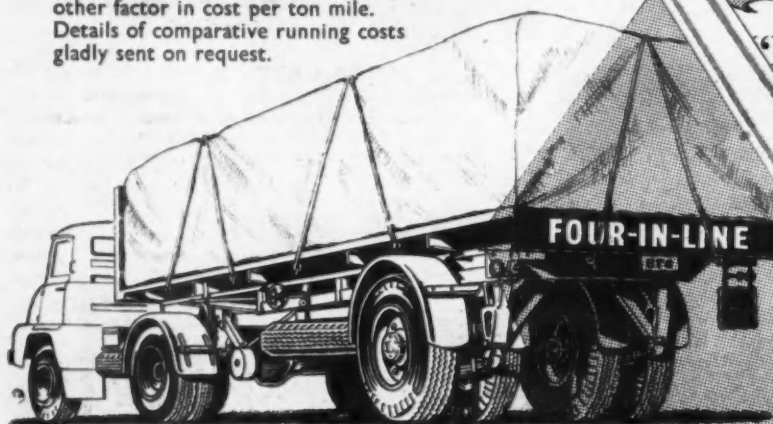
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McEwan's of Edinburgh is among the many well-known breweries using a fleet of ERF lorries, 81 of which have been supplied altogether.



The ERF 44G lorry above is one of a fleet of 26 ERF vehicles to carry the famous Simonds products.



This ERF, one of three recently supplied to Wilsons Brewery, Manchester, has all the essentials for brewery work, including low-loading and extra roomy cab for driver and two loading assistants. A repeat order for similar vehicles has just been placed.

A few of the large fleet of ERF vehicles operated by Showerings Limited, makers of the popular Babycham, are shown here. 86 ERF lorries have now been supplied to this firm.



These  
purveyors  
of  
Good Cheer  
each  
rely on



Among the numerous trades which use ERF vehicles to transport their products the brewing and associated industries are represented by many famous names. Just a small selection is shown here. Whatever you have to carry, you will find that ERF lorries transport the load with the highest reliability at lowest operating costs. Write for full details of the ERF range and name of nearest dealer.

**ERF LIMITED • SUN WORKS • SANDBACH • CHESHIRE**

Directors: D. FODEN

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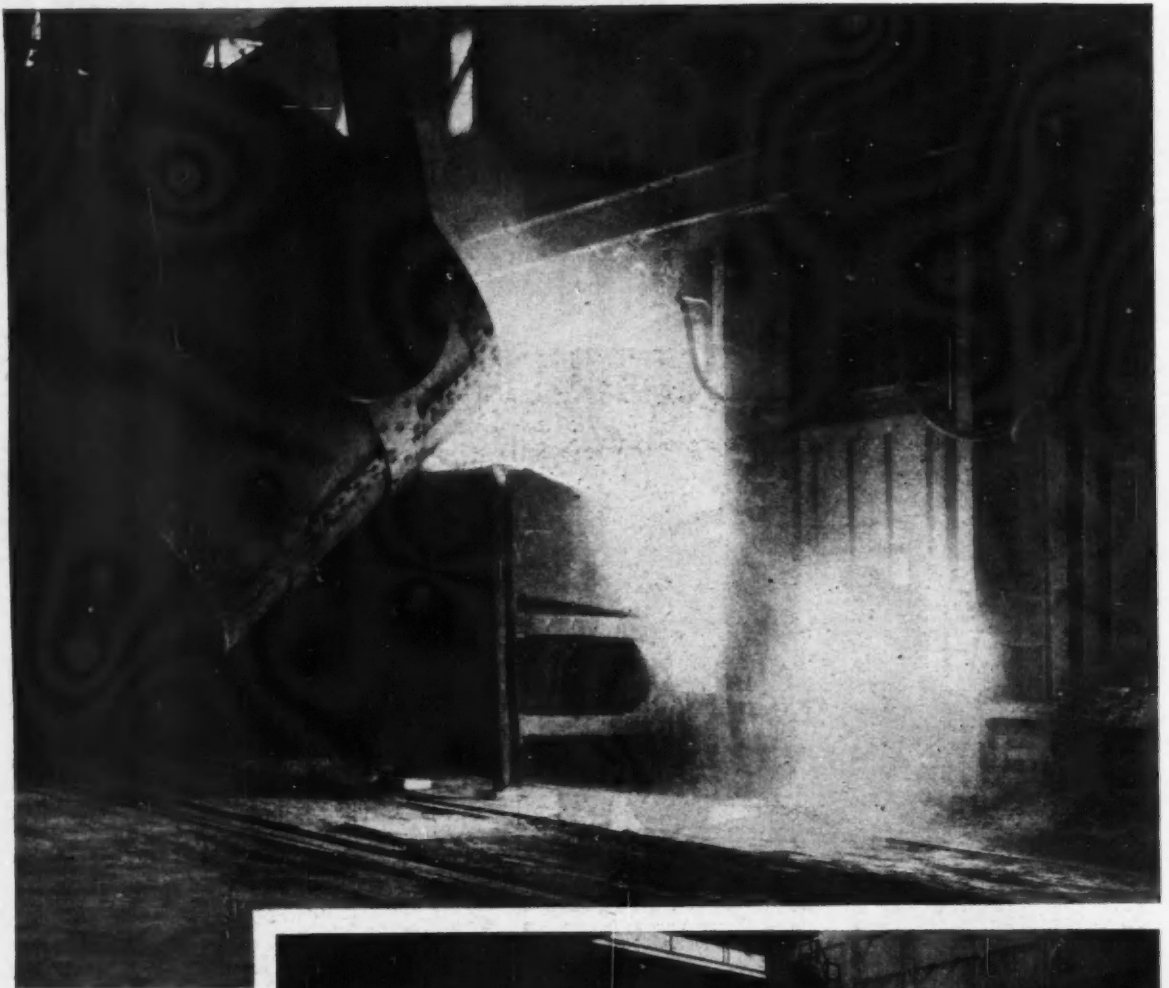
E. SHERRATT

Telephone: Sandbach 223 (5 lines)

Telegrams: ERF Sandbach



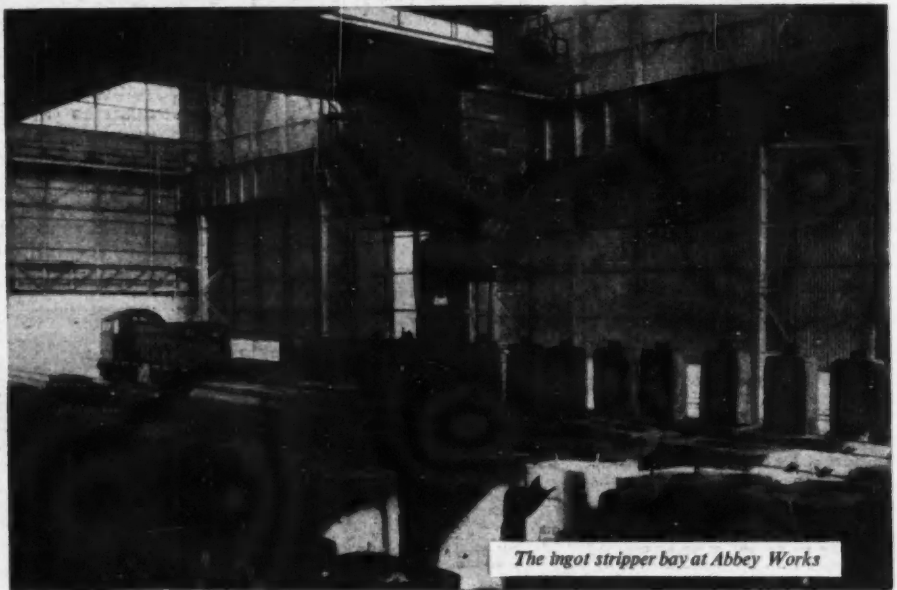
## One-third of Britain's SHEET STEEL



*Molten iron being charged into an open hearth furnace at Abbey Works*

### ENQUIRIES

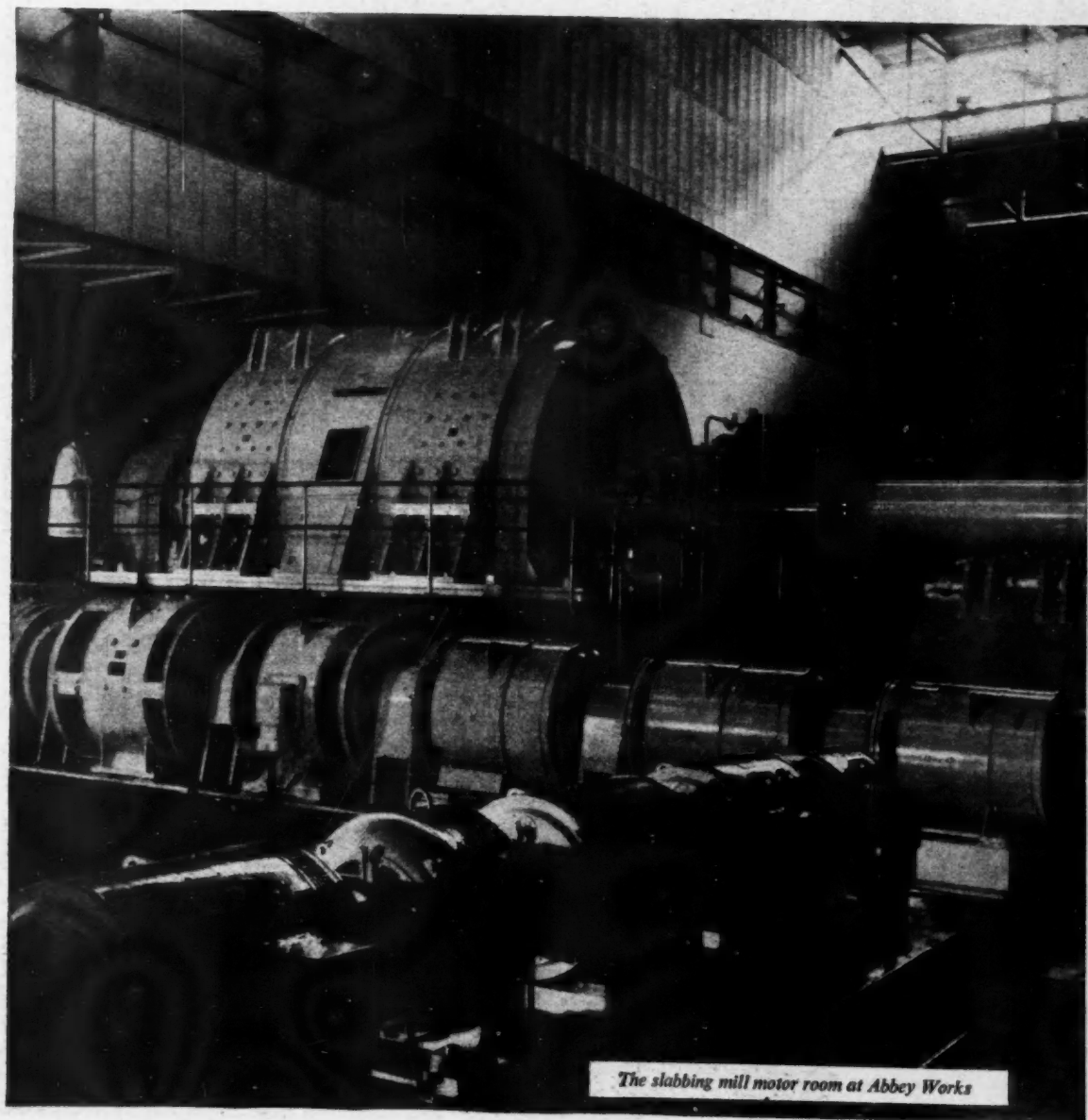
to The Sales Manager:  
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Monmouthshire.



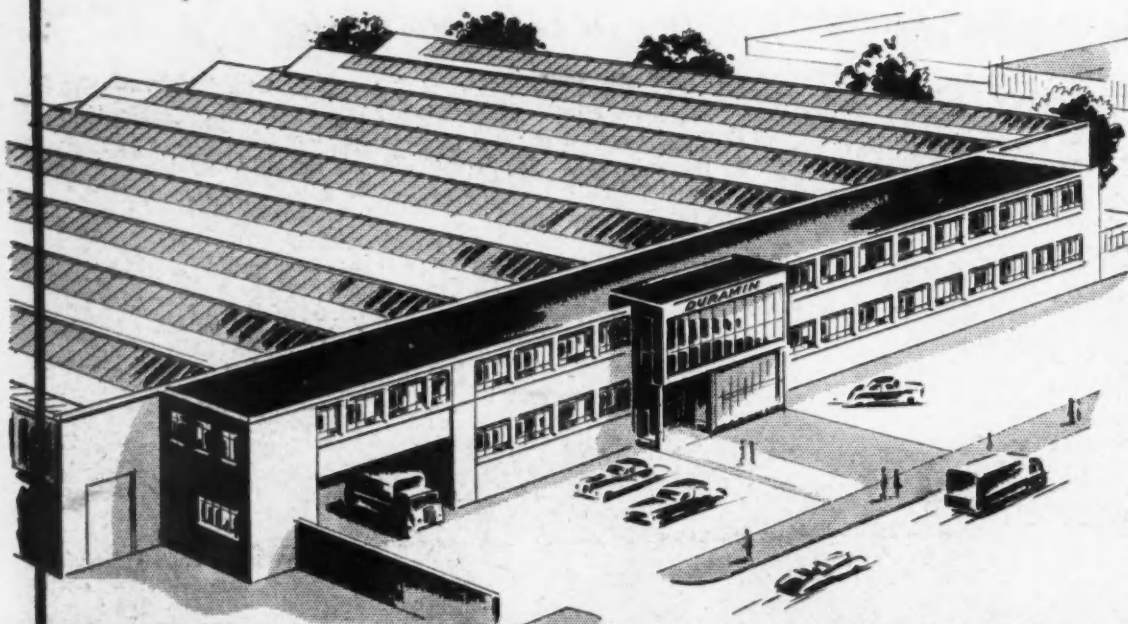
*The ingot stripper bay at Abbey Works*

is made by

# THE STEEL COMPANY OF WALES LIMITED



The slabbing mill motor room at Abbey Works



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*is now in occupation and marks 38 years of service, success and progress*

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# *Carrimore*



**STAND I20 at  
EARLS COURT SEPT. 26—OCT. 4**

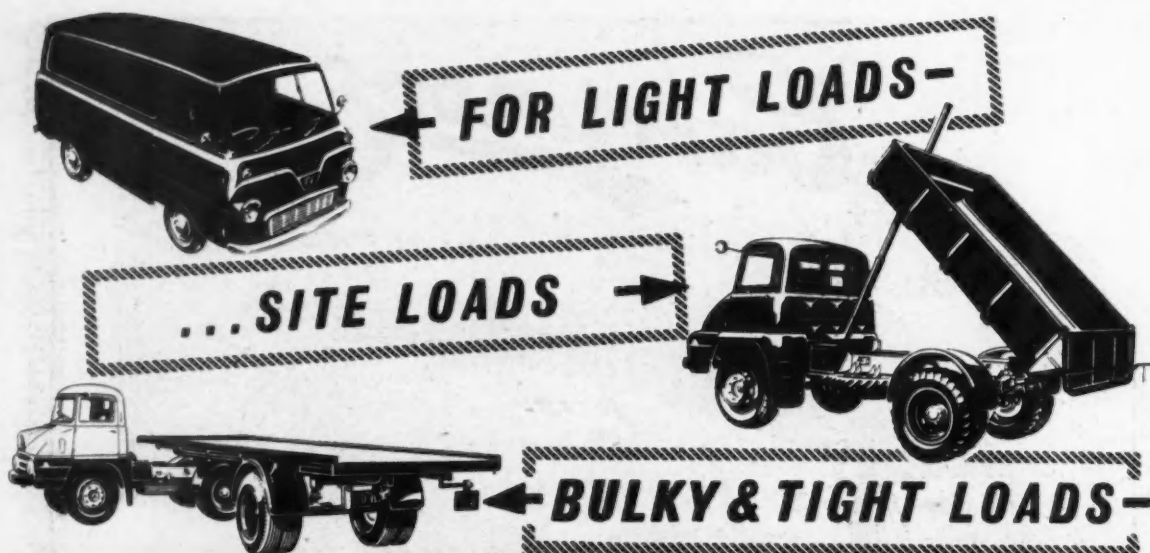


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interest you**

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- ★ REDUCE DRIVER FATIGUE
- ★ IMPROVE ROAD STABILITY
- ★ IMPROVE STEERING

**STAND 222** COMMERCIAL MOTOR SHOW  
ARMSTRONG PATENTS CO. LIMITED  
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**STAND No. 40**  
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**Sept. 26 - Oct. 4**



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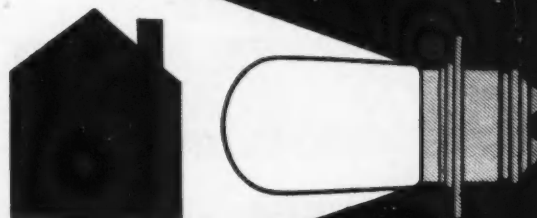
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AND COMPLETE SPARES  
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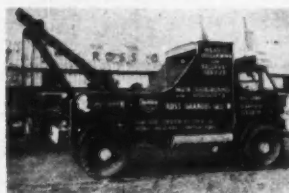
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**Taskers** latest advance in semi-trailer design ... the outstanding

**DOUBLE SAFETY**  
**D-S**

SEE IT AT THE  
COMMERCIAL MOTOR  
SHOW  
STAND 104  
EARLS COURT  
Sept. 26—Oct. 4

*Automatic COUPLING*  
(World Patents Applied for)

## SEMI-TRAILER PORTION

Can be used with prime movers already fitted with existing types of automatic gear, or can be fitted as a replacement for existing coupling gears. Double-Safety features include:—

1. Two positive safety locks to prevent collapse.

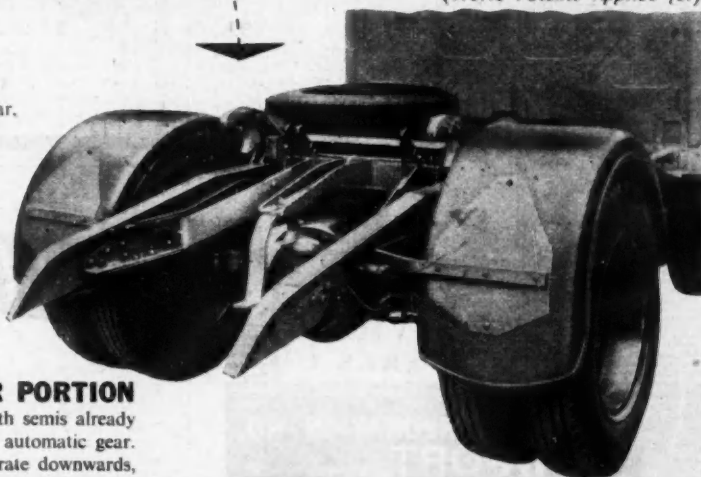
2. Auxiliary support legs.

Also incorporates replaceable king-pin; hand-brake with spring-loaded ratchet preventing accidental release; graphitized fabric with gutter to obviate entry of grit.

## PRIME MOVER PORTION

Can be operated with semis already fitted with existing types of automatic gear.

Coupling hooks operate downwards, completely securing load rollers which cannot escape accidentally. Double locks are incorporated on coupling cams. Automatic safety catch is fitted to release lever. Brake movement ratios match-up with other makes of automatic coupling, where applicable.



# Taskers TRAILERS

## DOUBLE SAFETY

Auxiliary legs prevent absolutely any collapse further than the artificially-produced position shown here.



**EASE OF HANDLING**  
and degree of turn ... steering of detached semi-trailer to well over 90 degrees lock is easily accomplished by steering bar.

WRITE FOR PUBLICATION No. 1210

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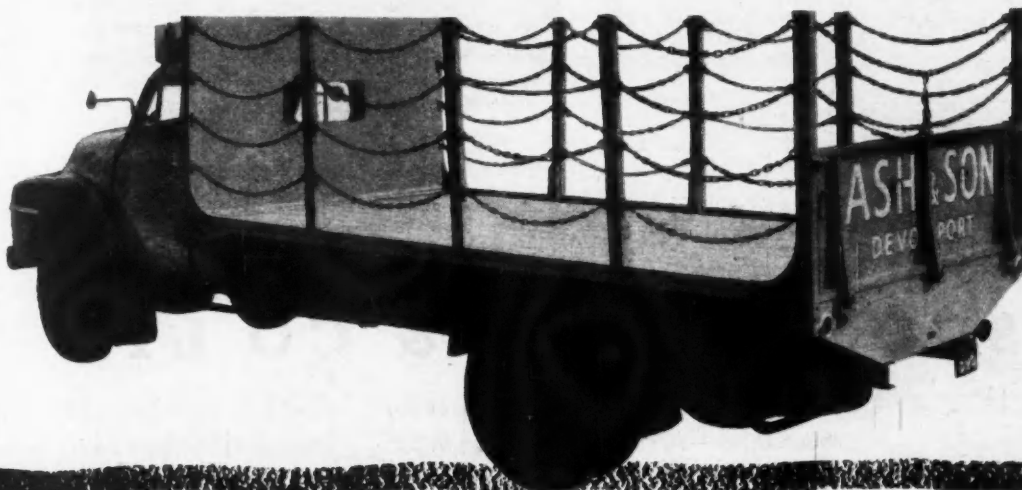
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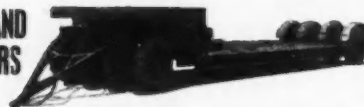
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## Seats of Influence

**M**ANUFACTURERS of commercial vehicles are now recognizing the importance of the driver. He is able to influence the selection of vehicles and his opinion of his mount is reflected in his handling of it. If he is provided with a comfortable, light, airy "workshop" he is likely to approach his job with enthusiasm and he will treat his vehicle sympathetically, with a corresponding reduction in operating costs. Moreover, his loyalty will be drawn to the particular make that he handles.

This simple lesson in psychology is at last being learned by manufacturers. The latest designs of cab, to be seen at Earls Court in three weeks' time, show a keen appreciation of the influence that the driver can exert. Some of them approach luxury-car standards in their appointments, and even an electric razor can be supplied as an extra.

Interior colour schemes are receiving greater attention, as well they should. The important psychological effects of colour in a workshop are well known, and in some of the most enlightened factories great skill has been exercised in producing schemes of decoration that draw the best effort from workers. Similar considerations apply to the commercial-vehicle driver, but with even greater force, for he is in charge of a potentially dangerous machine and his mental outlook is of the utmost importance.

### Cleanliness Encouraged

White-rimmed steering wheels—trivial items in themselves—help to stimulate pride in cleanliness. This attitude of mind is to be encouraged, particularly in drivers of vehicles carrying foodstuffs. The cab of every meat vehicle, for instance, should be as clean as the load compartment, with its sterile surfaces.

One of the leading producers of quick-frozen food has gone so far as to employ consultants not only to design the exterior appearance of his vehicles, but to produce drivers' uniforms that blend with the colour and style of the vans and are cut to suit the kind of work that the men do. This is counsel of perfection, but the idea behind it is capable of reasonable interpretation in any sphere of road transport. The driver is his employer's ambassador, and his working conditions justify the closest attention.

*Latest Cab Designs Reflect  
Appreciation of the Importance of the Driver*

There has been a marked improvement in the all-round range of vision from cabs, and the latest trend is towards paired headlights to reduce strain on the driver at night. Heating and demisting equipment is now accepted as commonplace, and twin windscreen wipers are, mercifully, standard on most vehicles. It is, indeed, surprising that there should be any model left on which only one windscreen wiper is provided. The driver who has not a clear view of the road, whether the weather is wet or dry, is inherently dangerous, although through no fault of his own.

Perfection has not yet, however, been reached in ease of access to cabs. This is particularly important in local-delivery vehicles and has been the subject of fierce criticism by operators. Some otherwise admirable vehicles have been made useless for shop delivery because it is too difficult for the driver to get into and out of the cab.

### Pressure by Operators

With the pinch of competition, however, manufacturers are more willing to listen to complaints, and it may well be that the near future will see a marked improvement in design. Indeed, some of the Show models will reveal the influence of operators' opinion.

Seating has already reached a high standard of comfort, but cabs have tended to be draughty. This is a matter which is beginning to receive proper attention. It affects the health of drivers and efficient draught sealing is as much in the interests of the operator as of the worker.

Altogether, the Commercial Motor Show will open up a vision of feather-bedded drivers. But only the best is good enough for loyal, efficient workers, and commercial-vehicle drivers have earned the improvements that the latest models promise in their conditions of employment.

Enterprising manufacturers do not, however, rely solely on their products to earn the goodwill of drivers. They seek to establish good personal relations through clubs, the sympathetic reception of drivers who call at the works to collect vehicles, and in other ways. The mass producers seem to show the keenest appreciation of driver psychology, which may be one of the reasons why they are capturing business from the specialist makers.

## Survival of the "Poorest"?

**T**HERE is an old saying that what Lancashire does today the rest of the country does tomorrow. If this is still true, a volte-face by Bolton Town Council may have widespread repercussions, to the benefit of many municipal transport undertakings.

The council have announced their desire to amend their development plan, which is not in itself of obvious importance. The proposed amendment, however, concerns an 11-acre slum-clearance site in the town originally scheduled for industrial purposes, the greater portion of which the council now wish to employ for re-housing the people who are living in the property to be demolished there. The reason for the proposed change is that tenants in local slum-clearance areas have shown an increasing reluctance to be re-housed on the outskirts of the town, mainly because of the long journeys involved.

Prim and proper suburbia, with its trim gardens and semi-rural atmosphere, is not wanted by people who,

like their forebears from the Industrial Revolution onwards, have lived their lives in dark, narrow streets of terraced houses, backyards and no gardens. Whether the idealists like it or not, these people want to stay where they are.

Bolton's reversal of its original policy is commendably realistic. Other town councils, and particularly their transport committees, should take notice.

Do the slum-dwellers who are now helping to fill municipal buses really want to live out of town—in another bus operator's territory? Will they pay the extra fare to continue to work at the factory in whose shadow they have lived for years, or will they find other jobs near their new homes? Is it wise to reduce their temptation to leave the television set for an evening at the films by adding five miles to their bus journey?

The working man may yet rescue municipal transport from some of its difficulties. It is not for nothing that the bus is known as the "poor" man's car.

## Passing Comments

### *Men of Decision Needed*

**A**N engineer or designer is often called upon to make decisions ranging from quite simple matters to major operations in design. Is he willing to face these, or does he let a higher executive make the final decision? An interesting opinion from America is to the effect that the willingness to make decisions is that country's greatest national need. This is probably just as true of any other country.

If the boss is always "allowed" to do it, then there is a drift towards a state of apathy in which there is no personal urge or profit motive always to do something better. "Passed to you, please" ends the personal responsibility and may, in fact, delay a desired decision indefinitely.

### *Lamp Design and Dazzle*

**D**ESIGNERS of lamps for motor vehicles, particularly headlights and those for use in fog, are faced with many problems, for whilst providing adequate illumination, dazzle and stray upward light must, if possible, be eliminated.

The approach by different makers is basically the same. Where the light must be directed down and ahead—as opposed to spotlights with pencil beams—a fluted, or partly fluted, lens is employed. This bends the light downwards.

With various designs of lens and reflector, a variety of different beam shapes can be produced, whilst dazzle is largely overcome by dipping.

Possibly, the effectiveness of a particular type is best assessed in the "dipped" position, the factors being whether there is sufficient width and range of light and if it be concentrated where most needed.

In fog a wide spread seems best, so that the driver can see both the kerb and the road centre. A low, flat beam also gives better penetration, but is restricted in range. Perhaps the best fog-lighting system includes the wide-spread beam of a fog lamp paired with a lamp giving a long-range pencil beam.

A24

Undoubtedly, the most important object always is the avoidance of direct glare. The bulb sends light everywhere, over half being reflected and sent at the correct angle to the lens, but a proportion can escape, and will scatter. To avoid this makers have used a metal hood in front of the bulb, but the latest shallow lamp means that this must be very close, and the light reflected may overheat the bulb and reduce its life. One concern, Notek, have largely solved this difficulty by using a translucent blue cone moulded into the glass. They have also developed a fine adjustment, which allows the lamp to be reset rapidly to suit different weather conditions.

### *More Unified Screw Threads*

**T**HE use of Unified threads for precision bolts and nuts is increasing rapidly. This was shown by a recent survey made within the British fasteners industry. In particular, the motor and petroleum industries and agricultural engineers are all using large quantities. In other cases the change is occurring, but is more gradual.

There is no doubt that the Unified screw thread system is now one of the most important in the country and in the long run it will, no doubt, definitely displace Whitworth and B.S.F. threads. It has received strong support in Scandinavia and Holland, and at least one Swedish concern has changed from metric threads.

On the Continent, however, metric threads will always be the first choice and the countries using these are following the example of America, Britain and Canada in unifying their standards, which have hitherto differed from country to country.

In Britain twice as many precision bolts and nuts of all grades, and machine screws of  $\frac{1}{4}$ -in. diameter and larger, are sold with Unified threads, as compared with Whitworth or B.S.F., whilst there is an increasing demand for these for black bolts.

During June, at the fourth plenary session of the International Standards Organization, held at Harrogate and attended by men from 38 countries, it was recommended



*This 19-year-old E.R.F. lorry, which has covered more than 582,000 miles, brings 9 tons of corn daily from Liverpool to Huddersfield. It hauled a trailer for four years.*

to the Organization council that there should be two internationally recognized systems—the Unified inch series of threads, already widely established wherever the decimal inch is the engineering unit of measurement, and the newly agreed metric series of pitch-diameter combinations, which is to be adopted by metric countries.

There was much evidence from America and Canada to show that in both countries Unified screw threads had completely superseded the old American national coarse and fine series. It is therefore certain that industries seeking sales in North America will benefit if they follow this example in equipment they offer.



### On to the Million

**O**VERHAULING an E.R.F. lorry, Messrs. R. H. Kilner, of Honley, found that after 582,000 miles the David Brown four-speed gearbox was in a suitable condition for refitting in company with the reconditioned engine. In 19 years' continuous use, the box has required the replacement of only two selector springs.

The E.R.F., which is owned by Samuel Drake and Sons, Ltd., Honley, has a Gardner five-cylindered engine and has largely been engaged on regular runs on five days a week, travelling empty from Huddersfield to Liverpool and returning with 9 tons of corn in sacks. For four years it pulled a 7-ton trailer on the same trip. Throughout its life the lorry has been almost exclusively in the hands of one driver. Both the manufacturers and the driver are to be congratulated on this performance.

### Still Spritely at 23

**S**TILL going strong after 23 years' service are four tractors operated by R. Silcock and Sons, Ltd., Liverpool. These International Industrial 20 models were acquired when the company progressed from steam vehicles in 1935, and today they look far from retirement age. Excellent for manoeuvring bulky trailers with 16-ton loads in confined spaces, the Internationals each move about 100 tons a day—and in their spare time they are used for shunting railway wagons in Silcock's private sidings.

At the height of the U-boat campaign in the 1939-45 war the Ministry of Agriculture borrowed them for farm work, and they did yeoman service in Shropshire until they were "demobilized" in 1945. Now they are working just as hard to earn their keep, still costing little in maintenance, and looking and running as well as ever.

## One Hears—

That the only "holiday" of many a "boss" is a conference.

That it was imagination that enabled man to "extend" his thumb by inventing the vice.

That it was also this that encouraged him to lengthen and strengthen his arm by inventing the hammer.

That since then someone invented the spanner which has been thrown into so many works.

That a new electronic device will automatically light the lamps of a vehicle when darkness falls.

Of an American seat cushion with a battery-operated neck-massage roll device at the top to stimulate tired drivers.



That petroleum products are in over-production in the U.S.A.

That this is partly due to the increase made during the Middle East oil crisis of 1956-57, which was not tapered off sufficiently rapidly.

That spare tyre-valve cores on a motor vehicle are far more valuable than the apple variety.

That the coal wasted as smoke almost balances the amount we buy abroad—at a cost of £72m.

That Perkins are actually selling their 1.6-litre oil engines to Germany, as well as to many other countries.

That used pistons, unless broken or cracked, can be reconditioned by re-sizing, truing grooves and re-ringing.

That some municipal councils, forgetful of wartime experience, have abandoned the salvage of much valuable refuse.

## Normal User Comes Home to Roost in Scotland

SCOTTISH hauliers retaliated against British Railways over the question of normal user, this week, by putting up stiff opposition to the railways' request for new A licences. Mr. W. D. Connochie, for a number of the objectors, said the railways had forced the issue of a strict normal user, and now it was their turn to prove need.

He claimed that there was no evidence to support the user which was being requested for 148 vehicles and 129 trailers operating from 26 bases round Aberdeen. This was: "All classes and descriptions of goods within a 20-mile radius, mainly for the collection and delivery of rail-borne traffic."

Mr. D. Brown, for the applicants, opened by submitting that nine of the objectors should be disqualified, seven because they had given no description of the licences held, and two because they held only B licences. Mr. Alex. Robertson, Scottish Deputy Licensing Authority, ruled that the B-licences should not be heard, but that the remainder could take part as non-statutory objectors.

Mr. J. W. Barr, Aberdeen district transport superintendent, said they were operating with the minimum number of vehicles required. Some regular country services had to be covered whether vehicles were full or not. They did carry non-rail traffic, but this was part of the overall facilities provided to customers.

Subject to space being available they would not refuse to serve non-rail customers. The total traffic carried in the Aberdeen district in 1957 was more than 500,000 tons, including 480,072 parcels, of which nearly 21,000 tons was not rail-borne.

Apart from bulk traffics, private hauliers could not supply the specialized vehicles required. With their own vehicles, the railways could promise customers "assured deliveries."

### Bigger Radius Needed

Cross-examined by Mr. Connochie, Mr. Barr said that for flexibility they must have a bigger radius than appeared necessary.

Mr. Connochie replied that the railways really wanted A licences, not a collection and delivery service. No other haulier in the area had A licences for this work, so the normal user would have to be justified for each of the 26 bases. He said 27 of the vehicles on the Aberdeen licence were substituted for 54 horses in 1953, none of which had a radius of anything like 20 miles. At Torphins, the main work was the carriage of coal, and at Ballater transport was undertaken for a distillery. In both cases only a small radius was needed, and in a number of other instances the work did not justify the user applied for.

Questioned by Mr. Robertson, Mr. Barr said the carriage of non-rail traffic was mainly done to oblige existing rail customers. Mr. Robertson commented that the figures showed that about £20,000 was earned through this sort of work in each of the years 1955, 1956 and 1957, so it did not look as though the railways were flinching traffic from Aberdeen hauliers.

Mr. A. Campbell, cartage representa-

tive for Scotland, said that although many vehicles were operating within a smaller radius, 20 miles was a convenient overall arrangement to allow flexibility.

Mr. G. Strachan, commercial clerk at Aberdeen, said 101 stations had to be covered from the 26 bases, and the vehicles were fully employed even if they were not always fully laden. Under cross-examination he agreed that many of the vehicles did not cover a radius of 20 miles, particularly the mechanical horses on town work.

Mr. Connochie submitted that British Railways were no longer in a privileged position and had to be treated in the same way as private hauliers. If other applicants had to detail tonnages, and collections and deliveries for each base, the railways must follow suit. All the bases applied for were within about 10 miles of each other and many vehicles were not covering that distance.

If normal user were to mean anything the time had come for the Licensing Authority to impress on the railways that they could have a licence to cover only what the vehicles were doing. The objectors opposed the grant of one licence covering all 26 bases unless other operators were to be allowed the same facility.

### "No Detailed Evidence"

No detailed evidence had been put forward to justify the number of vehicles required or the 20-mile radius, and the application should be refused unless it were altered.

After being told that separate licences preventing transfers between bases would cause inconvenience, Mr. Robertson said he proposed to grant one licence.

Mr. Brown told him that, with certain reservations, the railways were prepared to amend the normal user by deleting the reference to 20 miles and adding the name of each base followed by "and district." Mr. Robertson welcomed this move, declaring that no case had been proved for 20 miles.

To this, Mr. Connochie said the amendment in no way affected the objectors' submission that the application should be refused.

Mr. Robertson replied that, after careful consideration, he was prepared to grant the application with the amended normal user. British Railways should bear in mind that any major deviation could be dealt with by revocation or suspension.

## Alexander's Take Half Interest in Rhind's

A HALF-SHARE interest in the transport side of John Rhind (Haulage Contractors), Ltd., has been acquired by Charles Alexander and Partners (Transport), Ltd. A new company, John Rhind Transport, Ltd., has been formed with a capital of £100,000 and headquarters at the Ice Rink, Aberdeen.

John Rhind Transport, Ltd., have 19 vehicles, based in Aberdeen, in addition to approximately 30 in Glasgow and London. The new company will use Alexander's depots in London, Liverpool, Manchester, Glasgow and Edinburgh.

The Commercial Motor was told on Tuesday that there was in no sense an amalgamation between the two companies and reports to that effect published in Scotland were untrue. Although Alexander's have an interest in John Rhind, the reverse is not the case.

### 2 PER CENT. MORE C-LICENSEES: 3½ PER CENT. MORE VEHICLES

INCREASES of about 2 per cent. in C-licences and nearly 3½ per cent. in C-licence vehicles occurred in the year to June last. There are now 514,202 operators with 1,082,855 vehicles, according to Ministry of Transport statistics.

There was an expansion in each class of vehicle, except those of 1½-2 tons and 2-2½ tons unladen, in which a steady decline has been taking place for some time. Details are as follows:—

	June, 1958	June, 1957	Difference
Operators	541,202	530,714	+ 10,488
Vehicles:			
Up to 1½ tons ..	669,702	641,153	+ 28,549
1½-2 tons ..	91,190	92,125	- 935
2-2½ tons ..	109,242	113,135	- 3,893
2½-3 tons ..	126,400	124,940	+ 1,460
3-4 tons ..	49,060	42,390	+ 6,670
4-5 tons ..	17,756	15,951	+ 1,805
5-6 tons ..	8,410	7,632	+ 778
Over 6 tons ..	11,095	9,812	+ 1,283
Totals	1,082,855	1,047,138	+ 35,717

### THREE-YEAR LICENCES

ALL drivers, other than learners, whose surnames begin with A-N inclusive, will now be required to take out 15s. three-year driving licences when they apply for renewals. Other drivers will continue to receive 5s. one-year licences until August 31 next year. Any driver, whatever his surname, will have to take out a three-year licence if he is applying for the first time.

### B.R.S. CUT DOWN USER

IT was expected that when B.R.S. (Parcels), Ltd., applied to the Scottish Deputy Licensing Authority at Aberdeen yesterday for the renewal of A licences for bases at Aberdeen, Dundee, Methil and Elgin, they would amend their normal user. They sought "mainly parcels—small in Great Britain." They were expected to amend that description to specific localities.

## Hauliers Losing Money Through Carelessness in Applications

BY A SPECIAL CORRESPONDENT

**B**ECAUSE of badly prepared applications, which sometimes result in two or three adjournments, hauliers are losing thousands of pounds every year. In many cases these applications would be perfectly sound if they were put forward properly, yet operators have to incur heavy expenditure on advocates and accountants, usually because their figures are not detailed enough.

At Liverpool, last week, I saw two examples of these deficiencies in applicants' cases. Both applications concerned A licences, but in each case an adjournment was ordered by the North Western Deputy Licensing Authority, Mr. J. R. Lindsay.

He heard first an application by Mr. M. Smith, Liverpool, who operates two vehicles on A licence. Mr. Smith wanted a new licence on the ground that there had been a material change in the nature of his business.

On his behalf, Mr. E. A. Whitehead said the existing normal user was "general goods within 25 miles of base" but, since denationalization, work outside this radius had been growing and it now made up 25-30 per cent. of Mr. Smith's operations. The Transport Tribunal had never laid down what a "material change" was, but after the Knight appeal Mr. Smith thought it proper to seek a new licence for "general goods, South Wales, London and Southern Scotland."

### R.H.A. Blamed

When Mr. Smith was questioned about the figures he had produced, he said the Road Haulage Association had told him that only 12 months' figures were needed. It was not until the day before the hearing that he had been told by his solicitor that two years' figures were required.

Objecting for British Railways, Mr. A. W. Balne declared that the figures did not help because there was no distinction between long- and short-distance earnings and tonnages, and there were several obvious inaccuracies. He added that the user being applied for indicated that a complete change of work had taken place, but Mr. Smith had admitted that what he wanted was a licence for general goods within 25 miles, with occasional journeys to South Wales, London and Southern Scotland. This was a significant difference.

Adjourning the hearing, Mr. Lindsay said the figures were "very unsatisfactory." The court relied on the accuracy of accountants' certificates, but in this case there was a number of discrepancies which required explanation. He added that he did not blame Mr. Smith, but there had to be proper figures on which an applicant could be cross-examined.

The second case involved Southern's Removals, Ltd., Wallasey, who wanted to add a pantechnicon to their two-vehicle A licence. Mr. Whitehead explained that the vehicle in question was already on contract-A licence to Pools

Central Warehouses, Ltd., who would agree to surrender it if the application were granted.

When Mr. T. Southern, a director, produced figures of earnings, Mr. Lindsay pointed out that there was no distinction between A, B and contract vehicles. It was impossible to determine what work was being done, yet the company wanted to secure an extra vehicle. Proper figures would have to be produced.

From the evidence given in these two cases, and in many others recently, it would appear that the position could be improved by better co-operation between R.H.A. members, their solicitors and accountants.

Some R.H.A. areas and sub-areas have excellent schemes for acquainting their members with what is required at the traffic court, but too often this evidence is inadequately prepared through poor liaison.

### H.P. CHARGES CUT

**L**OWER charges for the hire purchase of vehicles have recently been arranged between motor manufacturers and certain finance companies. Lower scales of interest for the purchase of Ford vehicles came into force on Monday. The maximum recommended charges are 7 per cent. for 12 months, 11 per cent. for 18 months and 15 per cent. for two years.

United Dominions Trust, Ltd., have been observing these scales since August 19 for new vehicles of all makes.

## Works Services: Contract Important

**T**HE award of a contract to an operator to run a service under an assisted travel scheme is a material factor when deciding between competing applicants for a road service licence. Any claim put forward on that ground should be given substantial weight, says an appeal decision issued on Tuesday by the Minister of Transport.

He has upheld an appeal by Godfrey Abbott Motor Tours against the refusal of the North Western Traffic Commissioners to grant them express services from Stretford, Sale and Timperley to Knutsford.

Abbott's also appealed against the granting of the services to the North Western Road Car Co., Ltd., whose licences the Minister has ordered to be revoked. He has done so on the recommendation of Mr. J. M. Glen, the inspector who heard the appeals.

The Minister points out that claims based on grounds other than the existence

## B.S. Williams Win Battle with Southdown

**A** BITTER dispute between B. S. Williams, Ltd., Emsworth, and Southdown Motor Services, Ltd., has been resolved by the Minister of Transport in an appeal decision issued on Tuesday. Despite a recommendation to the contrary by Mr. A. N. C. Shelley, the inspector who heard the appeal by B. S. Williams, he has allowed that company to introduce certain intermediate fares on a stage service from Petersfield to Stedham.

In his decision, he says he did not attach weight to the evidence offered by either side on the history leading up to the present differences between the fares authorized to Williams and Southdown. He considered the case on its present merits.

In the absence of intermediate stages, Williams' current fares were affording protection to Southdown. He recognized that protective fares were sometimes justified, but they should not be authorized without good cause.

In the present case they caused little public inconvenience, but their removal would do no harm to Southdown, so he has ordered the South Eastern Traffic Commissioners to allow Williams to charge intermediate fares.

The Minister comments on the introduction of additional evidence at an appeal inquiry. He says that if it is desired to do so, the Minister and the other parties should be told in advance.

### I.o.T.A. COMPETITION

**A**PPPLICATION forms are obtainable from the secretary of the Institute of Traffic Administration, Dudley House, Southampton Street, London, W.C.2, for the Institute's 1959 essay competition. Competitors will be required to deliver their papers at a meeting and be questioned upon them. First prize is £25 in cash and books to the value of £10.

of a contract must be given consideration. North Western Road Car argued that they should be allowed to run the services because they provided unremunerative stage services in the neighbourhood.

He recognizes the importance of the Commissioners' observations on this point and their concern about the cumulative effects of granting licences for services of this kind to operators engaged primarily on contract-carriage work. North Western Road Car did not, however, rebut the case of Godfrey Abbott, who had been running the service before it required to be licensed and held a contract to operate it.

During the inquiry there was an argument as to whether the services in question should be regarded as stage or express. The Minister thinks that fares paid by individual passengers are those to be taken into account, and not the sum paid for hiring a coach or sub-divisions of that amount.



## Men in the News

MR. W. G. GOFF, personnel manager at Fort Dunlop since 1945, retires at the end of this month after 44 years with the Dunlop Rubber Co., Ltd.

MR. W. L. BAKER, manager of the metal-finishing division of the Pyrene Co., Ltd., has retired after 30 years with the company. His successor is Mr. H. A. HOLDEN, who has been in the division for many years.

MR. A. E. SMITH has been elected chairman of the Berks, Bucks and Oxon Section of the Institute of Transport. Vice-chairmen are Mr. W. J. MAYO and Mr. C. O. T. PURCELL, with Mr. W. J. EVANS as treasurer. Secretary is Mr. W. F. COOPER.

MR. ERIC GOUGH and MR. TOM FRENCH, of the Dunlop Rubber Co., Ltd., will give a talk on tyres and skidding from the European point of view at the first international conference on skid prevention at the University of Virginia, West Virginia, this month.

MR. W. T. R. BRIDGES has been appointed managing director of the City Motor Co. (Oxford), Ltd., in succession to the late MR. NORMAN F. JONES. He has been a director since 1944, and became deputy managing director 11 years ago. The new deputy is Mr. Jones's son, MR. V. F. N. JONES, who was appointed to the board in 1955.

MR. J. D. SLATER, secretary of Park Royal Vehicles, Ltd., has joined the board of A.C.V. Sales, Ltd., following the appointment of MR. E. R. HOLLANDS as director and general manager. MR. L. C. PARSONS, secretary and accountant of A.C.V. Sales, has taken over for Park Royal, and he is replaced by MR. J. FORD, previously secretary of A.E.C., Ltd.

MR. J. C. H. TWALLIN has been appointed a director of the E.N.V. Engineering Co., Ltd.

MR. G. N. VANSITTART who, as reported in *The Commercial Motor* on August 15, is retiring at the end of this month from the chairmanship of Vauxhall Motors, Ltd., was on Monday appointed a director of R. H. Neal and Co., Ltd.

MR. J. A. GIBBONS, works manager of Scammell Lorries, Ltd., is to retire towards the end of this month after nearly 40 years with the company. He joined them when Scammell vehicles were launched, and became works manager in 1941.

MR. B. G. JOHNSON has been appointed Glasgow manager of Pirelli, Ltd., and MR. J. O. HERDITCH has become special representative for the company's commercial tyre division. Pirelli's chief executive for tyre sales, MR. H. A. PARSON, has now left hospital after an operation.

MR. E. LUSCOTT-EVANS, advertising manager of Girlings, Ltd., and MR. E. S. H. JAMES, assistant general advertising manager of the Dunlop Rubber Co., Ltd., will be among the speakers and officials at a conference organized by the Advertising Clubs of Great Britain and Ireland from September 19-21.

SIR LEONARD LORD was last week appointed executive chairman of the British Motor Corporation. MR. G. W. HARRIMAN became sole managing director. Sir Leonard has been chairman and managing director since 1952, and Mr. Harriman, deputy chairman and a joint managing director since 1956. Sir Leonard said last week that it was desirable that the offices of chairman and managing director should be separated.

## "Commissioners' Decision Illogical"

A DECISION by the Yorkshire Traffic Commissioners, refusing them permission to operate excursions to Skegness, Southport and Bridlington, was contested last week by Wetton and Sons, Brimington, near Chesterfield. Their appeal was heard by a Ministry of Transport inspector, Mr. P. Harold.

For Wetton's, Mr. J. Mellor said the Commissioners had been illogical in their decision. They were asked to approve 19 additional destinations, together with a longer period for an extended tour to Blackpool, and British Railways objected only to the three destinations in question and the Blackpool application.

As a result, the three excursions were refused, although there were no alternative facilities, other than the railways. Wetton's were the sole operators in an area with 18,000 people, and their evidence was unimpeachable.

Mr. T. B. Atkinson, for the railways, said he strongly supported the Commissioners' decision. Mr. Wetton's

evidence had been useless because he had merely answered "yes" and "no" to leading questions by his solicitor most of the time. Nearly all his work was on a private party basis, which suggested that people in his area preferred this type of operation.

Wetton's had indulged in "flights of fancy" and exaggerated the need. In fact, the chairman of the Commissioners had rebuked Mr. Wetton for wasting time in giving his evidence.

Mr. Harold closed the inquiry to make his report.

### C LICENCE SUSPENDED

FOR persistently ignoring the licensing regulations, David A. Lawson (Thrums), Ltd., Hillhead, Kirriemuir, had one of their four C licences suspended for three months by the Scottish Licensing Authority last week. It was stated that the company had been fined a total of £833 since last November for licensing offences.

## Fewer Passengers, But £29,738 Surplus

DESPITE serious setbacks throughout the year, Rotherham Transport Department made a net surplus of £29,738 in the year ended March 31 last. The number of passengers declined by 2.49m., and in the past two years more than 4m. passengers have been lost. Last year's total figure of 56.76m. was the lowest in 10 years.

In his annual report, Mr. I. O. Fisher, general manager, says that any further increase in the number of private cars will aggravate congestion, particularly in the centre of Rotherham. He denies that bus stops are the main cause. He says that congestion occurs generally in places other than at bus stops.

In the past few years the department had helped to reduce congestion by substituting double-deckers for single-deckers. If single-deckers were now operated in the same proportion as 10 years ago, 57 more vehicles would be required, all of which would be engaged during peak periods.

"Uncontrolled pedestrian crossings and the indiscriminate parking of cars are, in my opinion, a greater evil than bus stands," he says.

Although total revenue rose by 1.37 per cent., and for the first time topped £800,000, it fell short of expectations. Operating expenditure rose by 5.17 per cent.

As a result of recognizing depreciation as a legitimate charge on trading and fixing fares accordingly, the department has been able during the year to meet capital expenditure of £34,035 for the renewal of vehicles.

"There seems to be a big change looming in industry generally; no doubt if it matures it will bring into the passenger industry serious problems which will have to be resolved," Mr. Fisher concludes.

[See "Profit and Loss," page 159.]

## NEW BOARD TO START C.I.E. ON WAY TO PROFIT

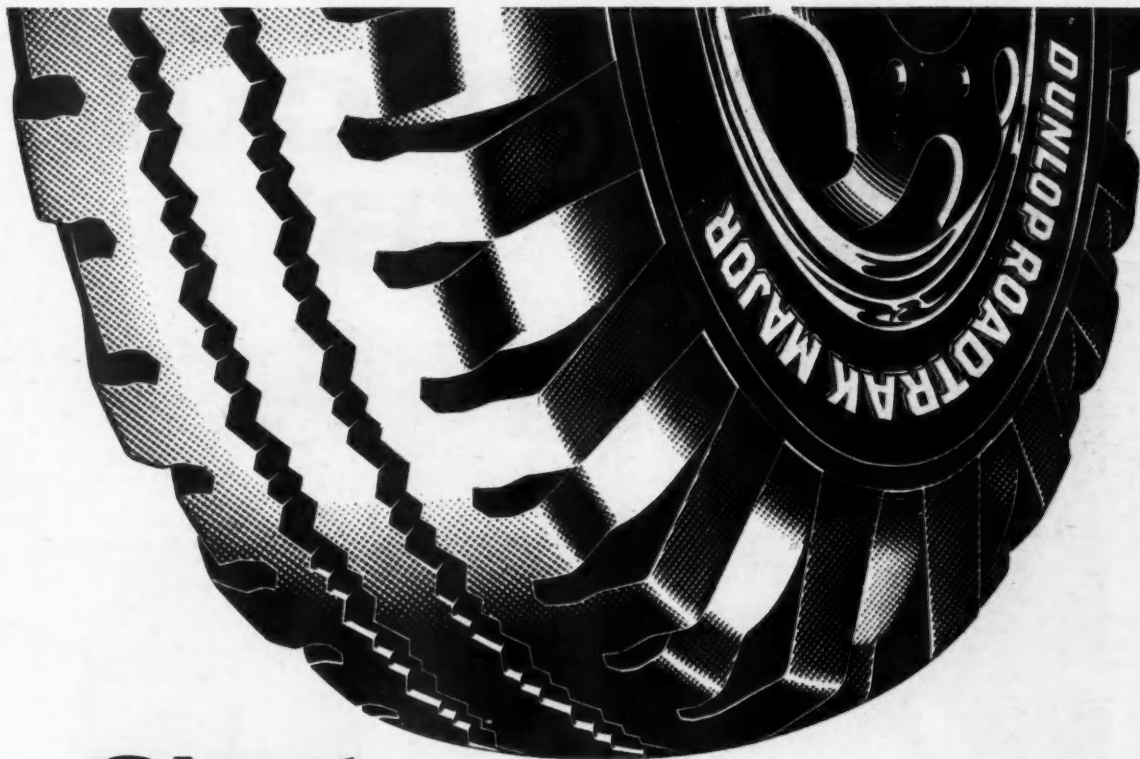
A NEW board has been set up to control Coras Iompair Eireann, the road and rail transport undertaking which has until 1964 to start making a profit. Chairman of the board is Dr. C. S. Andrews, former managing director of the Eire Turf Board, who took over on Monday "with an open mind."

On October 1, the Great Northern Railway in Eire will cease to exist, and C.I.E. will become responsible for its former operations. In Northern Ireland, the G.N.R. lines have been taken over by the Ulster Transport Authority.

Five C.I.E. directors—three outgoing members of the C.I.E. board and two members of the G.N.R. board—have been appointed to the new body for five years. To help them make the undertaking pay its way within six years, the Eire Government has allocated a grant of £1m. a year until 1964.

C.I.E. and U.T.A. will operate a joint Belfast-Dublin rail service, but it is expected that several lines will close.





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**H**E'S GOT NO TIME for schedules that fold up; no use for transport that can't get going on the dot. When a man's in charge of a heavy-duty fleet numbering hundreds he gives his vehicles the 3-star winter-and-summer protection of Syncol B against ★ frost ★ rust ★ scale.

Get Syncol B in the radiators, and frosts harder than the hardest known in Britain are powerless to harm engines. In Summer Syncol B goes right on working for you, fighting rust, corrosion, scale.

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MEMBER OF THE TENNANT GROUP OF COMPANIES

## Haulier is Warned: "Behave Yourself"

A HAULIER applying for three new A-licence vehicles at Birmingham, last week, objected to the case being heard by Mr. W. P. James, West Midland Licensing Authority, and requested that his application should be dealt with by the Deputy Authority. He was Mr. G. E. White, Lawden Road, Birmingham, who said he wanted the vehicles mainly for furniture work.

Mr. White demanded that the hearing should be adjourned for six weeks as he was not in a position to present his case. He went on to allege that the issue was being treated as a private inquiry, as there were no other cases down for hearing. Warned by Mr. James to behave himself, Mr. White replied that he would go to the Transport Tribunal to get satisfaction.

Mr. James pointed out that he had received 11 letters from Mr. White concerning a licence which the Tribunal had restored to him, but which he had allowed to lapse. All these letters, which asked for the return of the licence disc, had been ignored, and Mr. James had even refused to accept registered letters.

He told Mr. White that, as he now had no continuity of licence, he would be treated as a newcomer and would have to produce evidence of need. The case would be adjourned for three weeks.

A large number of private hauliers objected, together with British Railways, British Road Services and B.R.S. (Pickfords), Ltd.

## "Hauliers' Witnesses Not Always Helpful," Says Mr. Lindsay

TRADERS wanting to support hauliers in the traffic courts do not always send the right witnesses, Mr. J. R. Lindsay, North Western Deputy Licensing Authority, stated last week. He was hearing an adjourned application by Mr. K. Pack, Great Sankey, Warrington, for a new A licence.

One of the witnesses told Mr. Lindsay that, although his employers used Mr. Pack's vehicles, he was not himself directly responsible for transport.

Mr. E. A. Whitehead, for the applicant, said he operated two vans on special A licence, one of 1,650 cu. ft. capacity, and the other of 1,630 cu. ft. In the year ended July 31, 1957, turnover was £4,079, although for 10 months only one vehicle was operating. In 1958, the comparative figure was £8,270.

Although one important customer had been lost this year, additional work had been obtained, and Mr. Pack was required to undertake nine journeys to London and the Midlands each week. This was impossible with one vehicle, and he wanted an additional van.

Under cross-examination, Mr. Pack admitted that since the application was made he had lost a customer whose work amounted to £4,000 this year, but he claimed that a new customer, Kay Bros.

**MUNICIPAL OPPORTUNITIES**  
Sale Borough Council are to buy a sweeper.  
Heywood Borough Council seek to buy a 3-ton tipper.  
Argyll County Council require four Albion Chief-tain lorries.  
Tottenham Cleansing Committee wish to buy a Thames lorry.  
Ealing Borough Council are to purchase three Bedford lorries.  
Gosport Corporation are recommended to buy an S.D. refuse collector.  
Rugby Corporation are advised to buy an Austin 152 from Sam Robbins, Ltd.  
Workington Health Committee recommend the purchase of a refuse collector.  
Stamford Rural District Council are to purchase a Karrier Bantam refuse collector.  
Caerphilly Urban District Council are to obtain a Karrier Bantam refuse collector.  
Eastbourne Highways Committee seek to obtain four Dennis Paxit refuse collectors.  
Sutton Coldfield Corporation propose to buy a Thames tipper, a pick-up and three vans.  
Fleetwood Corporation are to buy a Dennis combined gully-emptier and refuse collector.  
Stourbridge Corporation are recommended to order a Thames oiler from Apex Motors, Ltd.  
Glasgow Education Committee propose to acquire a Karrier Bantam tipper from Melvin Motors, Ltd.  
Consett Urban District Council seek tenders for the supply of a Bedford 4-ton lorry and a Karrier refuse collector.  
Darlington Corporation have accepted the tender of Minorities Garages, Ltd., Darlington, for the supply of three tipper.  
Carmarthen Rural District Council are to purchase a refuse collector from W. Edwards and Sons (Carmarthen), Ltd.  
Baldon Urban District Council have accepted the tender of Station Garages, Baldon, for the supply of an Austin 5-ton lorry.  
Hampshire County Council require tenders for the supply of 10 Austin light vans, five 2-3-tonners, two 10-12-cwt. vehicles and three personnel carriers.  
Boltton Transport Committee seek tenders for the supply of 18 double-deckers. The cleansing committee wish to buy a Karrier refuse collector from Rootes, Ltd.  
Durham Highways Committee wish to buy a Thames 5-cwt. van from Messrs. Metcalles and a Bedford-Lacre sweeper from Adams and Gibbon, Ltd. The fire brigade committee propose to obtain an A-type and two B-type tenders and a dual-purpose appliance. The education committee wish to purchase a Commer 30-cwt. van from Minorities Garages, Ltd.

(Plastics), Ltd., were expected to make up this deficiency.

For Kay Bros., Mr. A. Smith said their business had trebled in the last 12 months, and they were tired of bad deliveries through goods having to be distributed as return loads. About half their output went by road, and they wanted to give Mr. Pack about three loads a week to the London area.

Mr. A. W. Balne, for the British Transport Commission, pointed out that certified figures showed 50 per cent. of Mr. Pack's total revenue had been lost, so the new work only made up for this.

Refusing the application, Mr. Lindsay said the evidence did not justify a vehicle of 10 tons capacity. Mr. Pack had carried only one load for Kay Bros. so far, and merely hoped to make up for lost business. Even assuming he did this, there was no evidence that his existing vehicles could not cope.

### E.Y.M.S. FARE INCREASE?

HIGHER fares are being sought by East Yorkshire Motor Services, Ltd. They have applied to the Yorkshire Traffic Commissioners for permission to increase contract ticket rates by 12½ per cent., and to put up ordinary single and return fares.

## Only One Witness to Prove Need

TOLD that there was a shortage of transport at Cheadle, near Stoke-on-Trent, the West Midland Licensing Authority, Mr. W. P. James, remarked last week that he would have expected to see many witnesses supporting an application by a haulier from that district. He was hearing a request by Mr. Thomas E. Kent, Cheadle, for a new B-licence to carry furniture within 40 miles.

Mr. Kent said he was a smallholder, but he wanted to take up part-time haulage work because there was a shortage of facilities in the area. At present his lorry was on C licence.

Answering Mr. T. B. Atkinson, for British Railways and B.R.S. (Pickfords), Ltd., he admitted that it was a platform vehicle which would have to be fitted with a canvas frame. He said he had kept no records, but he was constantly being asked to undertake removals. An antique dealer was supporting the application.

Mr. Atkinson submitted that there was no case for 40 miles, although Pickfords would not object to furniture removals within 10 miles as their vehicles were nine miles away.

Mr. James granted a licence for furniture removals within 10 miles and sale-room and antique furniture within 12 miles.

### BEDFORD DISPLAY FIRE BRIGADE VEHICLES

A BEDFORD hydraulically operated turntable ladder will be shown for the first time at Torquay, on September 29, during the annual conference of the Institute of Fire Engineers and Chief Fire Officers. The Bedford, one of five on display, has a special 189-in. wheelbase chassis, with a 300-cu.-in. 133-b.h.p. petrol engine.

Also being shown for the first time will be a Bedford type B water tender mounted on a 4-ton 132-in. wheelbase forward-control chassis with a 133-b.h.p. engine. Another water tender will have an all-alloy body on a 120-in. wheelbase chassis, and there will be a four-wheel-drive tender which has undergone successful cross-country tests.

Completing the group will be a tender with an alloy and plastics body.

### OVER 3m. TONS OF PETROL USED

CONSUMPTION of petrol in Britain during the first half of the year totalled 3,146,435 tons, of which 56.7 per cent. (1,783,841 tons) was of premium grade. Demand for oil fuel reached 991,853 tons.

Comparisons with the first six months of 1957 are vitiated by the existence then of rationing, although there was a 30.7-per-cent. increase in the consumption of all kinds of petroleum product in the first half of this year.

Commercial consumers used 175,008 tons of premium-grade petrol, and 604,049 tons of standard grade from January-June this year.

## "Subsistence Frauds a Common Practice"

FOR attempting to get 16s. subsistence allowance from his employers by false pretences, James T. Osgodby, haulage driver, of Boulevard, Hull, was fined £2 at Hull last week. He was fined a further £2 for falsifying his time-sheet.

Admitting both offences, Osgodby told the court it was a common practice among drivers to complete their journeys wherever possible without having to spend nights away from home.

The magistrates were told that after taking a load to the Midlands for Humber Stores Contractors, Ltd., the man was expected to stay overnight at Bawtry so that he would not work excessive hours. However, an official of the company was suspicious and went to Osgodby's home, where he saw a lorry parked outside. The next day subsistence allowance was claimed for a night in Bawtry.

## HIGHER FARES RULED OUT AT SOUTHPORT

ALTHOUGH Southport buses had a record deficit last year, the transport committee has decided not to recommend higher fares, the re-introduction of returns, or the operation of circular routes. This was reported to the council yesterday.

The committee has been considering the introduction of one-man buses on selected routes for experimental use, but the decision is that this move should be deferred pending a report by the transport manager on unremunerative services.

Despite the fact that the council have always opposed exterior advertising on buses, the committee suggest that this should now be allowed.

## MOBILE SHOPS CRITICIZED

A PUBLIC inquiry into the question of mobile shops is being sought in Scotland by the Glasgow Grocers' and Provision Merchants' Association and East Kilbride Trades Association. They have told the Secretary of State for Scotland that mobile shops could ultimately kill normal trading operations because they discourage the creation of community shopping centres.

The associations want the mobile shops to be brought within the provisions of the Shops Act. They claim that already some established stores have had to close down because of this competition.

## NEW TRANSPORT COMPANIES

Frederick G. Atkins, Ltd. Cap. £5,000. Dirs.: Frederick G. Atkins, Mrs. Evelyn M. Atkins and Miss Stella K. Atkins. The Datcha, Dartford Road, Hextable, Kent. Sec.: Mrs. E. M. Atkins. Reg. office: The Datcha, Dartford Road, Hextable.

Stan Davies and Sons, Ltd. Cap. £2,500. Dirs.: George A. Davies, 24 Greenfield Street, Bargoed, and Howard Davies, 21 Greenfield Street, Bargoed. Sec.: G. A. Davies. Reg. office: Greenfield Street, Bargoed.

Frank Grounds (Contracts), Ltd. Cap. £5,000. Dirs.: Frank P. Grounds, Crophorne, Luttrell Road, Four Oaks, Warwick; James A. Hartnett, Waite Gates, Birmingham Road, Sutton Coldfield; Beatrix E. Hartnett and Douglas A. Phelps, Sec.: Beatrix E. Hartnett. Reg. office: 182-8 Lichfield Road, Birmingham.

Oak Hill Transport Co., Ltd. Cap. £500. Dirs.: William Dunning, 43 Windsor Road, Barnet, Herts., and Alexander Harrell, 6 Brook Way, Rockhurst Hill, Essex. Sec.: Dorothy Carter. Reg. office: 183 High Road, Loughton, Essex.

## Dock Troubles Cause Slump in Exports

EXPORTS in June of 6,860 commercial vehicles represented an artificially low level, as shipments were held up because of labour difficulties in the docks. A spokesman of the Society of Motor Manufacturers and Traders said that shipments of vehicles delayed in June would go to boost July's figures.

An aggregate of 66,110 vehicles to the value of £47,316,979 exported in the first half of the year compared with 65,935 vehicles worth £49,169,283 for the first six months of 1957.

During June, 29,236 goods vehicles, road haulage tractors and special-type vehicles were produced, together with 166 battery-electrics. Total passenger-vehicle output was 778. Weekly average output was 6,036 of all types, making 30,180 for the month.

Of the goods vehicles, road haulage tractors and special types, 16,495 were of under 15-cwt. capacity, 6,714 from 15 cwt.-3 tons, 3,322 from 3-6 tons, and 2,705 over 6 tons. Of the passenger vehicles, 562 were single-deck and 172 double-deck motorbuses and 44 were trolleybuses.

In the six months ended June, 160,346 goods vehicles, road haulage tractors and special types were produced, made up of 86,444 vehicles of up to 15-cwt. capacity, 39,720 from 15 cwt.-3 tons, 19,488 from 3-6 tons, and 14,694 over 6 tons. In addition 961 battery-electrics were made.

Passenger-vehicle output comprised 4,798, of which 3,452 were single-deck and 1,214 double-deck motorbuses, and 132 were trolleybuses. The overall total for the six months was 166,105.

## NEW COMMERCIAL VEHICLE EXPORTS—JUNE

Type	June		January—June	
	No.	Value £	No.	Value £
Goods vehicles, complete and chassis, assembled and unassembled	5,762	3,639,239	57,723	35,281,719
Motorbuses and trolleybuses, complete and chassis	358	619,830	2,937	5,331,130
Road haulage tractors	26	78,689	316	915,863
Other descriptions, complete and chassis	34	111,277	495	1,337,460
Dumpers and dump trucks	—	100,489	—	1,752,613
Industrial trucks	—	125,443	—	1,152,149
Trailers	680	239,855	4,639	1,546,045
Totals	6,860	4,914,822	66,110	47,316,979

## Provincial Bus Pay : Move Expected

BOTH the Transport and General Workers' Union and the bus industry employers were this week expecting an early decision by the Minister of Labour on the 14s. 6d. a week pay claim put in by the provincial busmen. The Union have asked that the claim should be sent to the Industrial Disputes Tribunal, following their rejection of the employers' 5s. offer.

It is believed that the Minister has delayed his decision because he feels that methods of direct negotiation have not been fully explored. The Union's case is that they want their 100,000 members in the provinces to be equal to London Transport's country busmen in pay.

Last week, Birmingham Corporation reached agreement with the Union over an 8s. 6d. a week claim by their bus crews. Details were not announced, although a Union spokesman said they were "not dissatisfied."

## NEW CLAIM BY ENGINEERING UNIONS?

AFTER the executives of the 40 unions in the Confederation of Shipbuilding and Engineering Unions have met at York next Thursday, they are likely to seek from the engineering employers an improvement on the offer of increased wages which was rejected last week.

The employers offered an extra 5s. 6d. a week for skilled men, 5s. for semi-skilled workers and 4s. 6d. for labourers, equal to about 3 per cent. They refused a claim for a 40-hour week and higher holiday pay. The unions rejected the offer.

The employers' proposal was conditional upon the stabilization of wages for at least another year. They pointed out that a downward trend in engineering this year and next year was expected. It was no longer possible to pass on the cost of wage increases by raising prices.

They said that although under last year's award basic weekly wages were raised by 9s. to 11s., average earnings increased by 16s. 4d. to 22s. 9d.

## S. AFRICAN HAULIERS HIT BY RAIL ENCROACHMENT

ROAD transport operators in South Africa have appealed against a ruling that South African Railways may carry goods by road at rail rates, provided the goods were offered to the railways in the first place. They told the National Transport Commission that continuing expansion into road haulage by the railways was a threat to existing operators.

Pointing out the dangers of a monopoly in long-distance traffic being gained by the railways, the operators said that in many cases there were already more vehicles available than necessary.

The railways were applying for their temporary road services to be made permanent and were vigorously contesting every important application by normal hauliers. Unless there were some improvement in the situation, the investment of capital in private enterprise operations would be affected.



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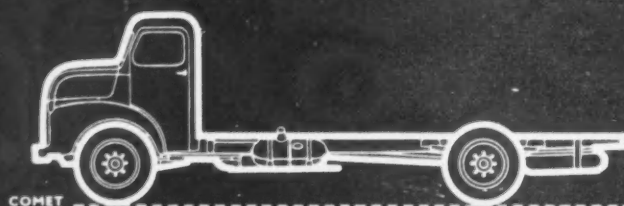
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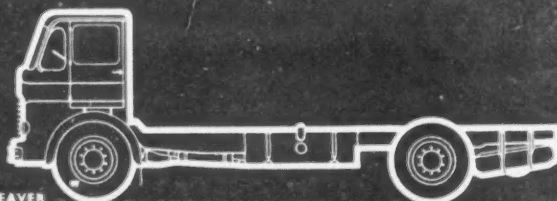
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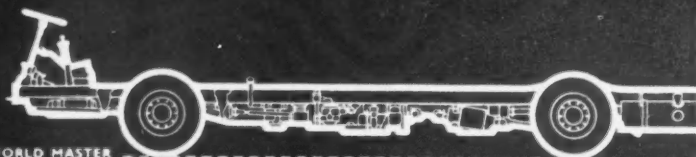
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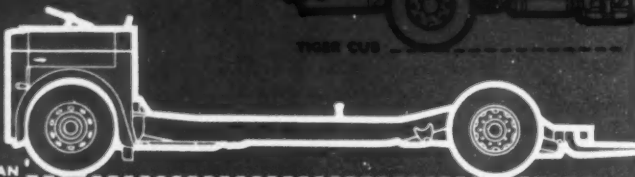
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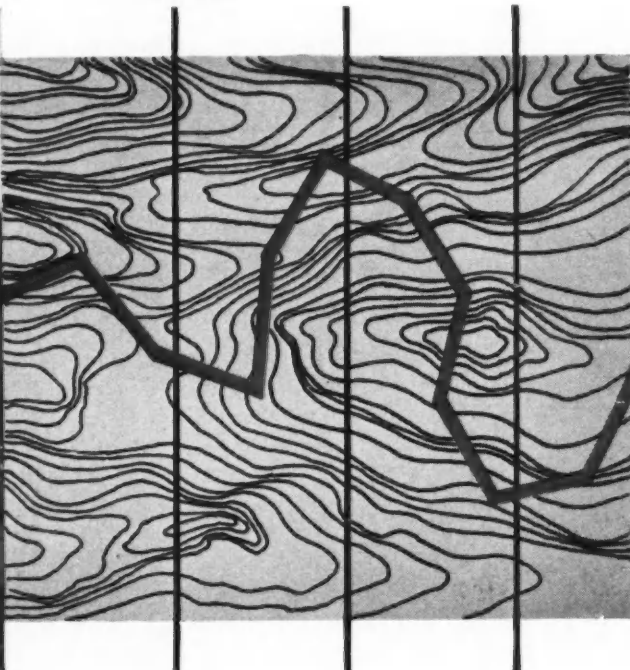
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Merthyr Tydfil Corporation's engineers report on one of their latest Leyland PD 2/12 double-decker bus engines lubricated exclusively with RPM Delo Sup.1 SAE 20w. After 205,000 miles, during which no repairs had been found necessary, the engine was opened up for inspection. It was found to be in excellent condition. Maximum wear in any working part was less than 2 thou. All piston rings were perfectly free. The Corporation's engineers estimate that the bus will run half a million miles before a major overhaul becomes necessary—a fine tribute to the excellence of this world famous oil.

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**Regent/Caltex can help you cut your maintenance costs.** There is a grade of RPM Delo for every type of diesel engine and for every operating condition. Ask your Regent representative which one will best serve your interests.

<b>Vehicle:</b>	Leyland Double Deck
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<b>Mileage:</b>	<b>Mechanical History</b>
NIL (New Engine)	Fuel Consumption 11.5 M.P.G. Oil Consumption 2,500 M.P.G.
Every 6,000 miles:	Engine oil changed, injectors checked, etc.
205,000	Fuel Consumption 11.3 M.P.G. Oil Consumption 2,300 M.P.G.
	Cylinder bore wear less than .002 inch maximum
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## £50 Goes to Driver of the Year

THE supreme champion in the Lorry Driver of the Year Competition at Coventry Airport on September 21 will receive a prize of £50, as well as a trophy. The competitor gaining second place will be awarded £30, and third place £20. Class champions will win £10 each.

These awards have been made possible by the generosity of the Unilever, Tate and Lyle and Express Dairy companies, who between them have subscribed £200.

Of more than 1,000 drivers who have competed in the eliminating contests, 144 will take part in the final. Twenty-six of them have been finalists before.

Lord Mancroft, Minister without Portfolio, will present the prizes on behalf of the Minister of Transport.

The national organizing committee have agreed temporarily to suspend preparations for an international competition to be held in Britain. They have done so because of the attitude of the Society of Motor Manufacturers and Traders, who, it is understood, have declined to give financial support to the project or to allow individual members to do so.

## Appeals Valid: Case to be Re-heard

IN a written judgment issued on Wednesday, the Transport Tribunal have sent back to the Scottish Licensing Authority for re-hearing the case of Highland Haulage, Ltd. (*The Commercial Motor*, July 18). They have done so because the Licensing Authority did not allow the objectors to cross-examine or call evidence.

Highland Haulage, Ltd., applied on one form (G.V.6) for the removal from their A licence of three vehicles totalling just under nine tons, and the addition of three vehicles to be acquired, weighing altogether about 12½ tons. The British Transport Commission and six hauliers objected.

At the hearing, the Licensing Authority upheld a submission on behalf of Highland Haulage, Ltd., that the objectors had no locus standi. He allowed the objectors' representatives to address him, but not to cross-examine or call evidence. He granted the application and four of the objecting hauliers appealed.

Highland Haulage submitted that the appellants were not entitled to appeal. They claimed that Section 15 (1) (b) of the 1933 Act limited the right of an objector to appeal to cases where his objection was one which the Licensing Authority was bound to take into consideration. Such cases included "every application . . . for the variation" of an A licence "by a direction that additional vehicles shall be specified therein [Section 11 (3)]." They argued that Highland Haulage sought to vary the application without increasing the number of vehicles, and that such an application did not fall within Section 11 (3).

In support of this argument they quoted the appeal decision in the case

## Illegal Tipping Work Admitted: No Grant

AFTER admitting that they had undertaken illegal tipping work with C-licensed vehicles, J. Perkins and Son, Ltd., Ellesmere Port, were refused a new B licence at Chester on Tuesday. They had sought the licence to cover three vehicles for carrying waste materials within 12 miles of their base.

Mr. J. Smallridge, a branch manager, said they wanted to do haulage for Associated Lead Manufacturers, Ltd., for whom they had worked for many years. It seemed futile to bring in other vehicles just for this outside tipping, when Perkins were operating on the site.

Answering Mr. J. Edward Jones, for two private objectors, he agreed that Perkins had been tipping for the company for five months. He pointed out, however, that this had stopped as soon as they realized that the work was illegal. No figures were available.

Mr. J. R. Lindsay, North Western Deputy Licensing Authority, upheld a submission by Mr. Edward Jones that the illegal work should not be ignored, no matter how innocently it had been done. The application was refused.

of R.A.H. Transporters, Ltd. The relevant part of this decision stated: "In our view the mere substitution of a vehicle for a vehicle specified in a licence, even though the substituted vehicle is of a greater weight unladen than the vehicle it replaces, is not to be regarded as an application under Section 11 (3) for a direction that an additional vehicle shall be specified in the licence."

The Tribunal have held that the application by Highland Haulage did, in fact, fall within Section 11 (3), and have given their reasons in detail for thinking so.

They say that the passage quoted from the R.A.H. Transporters case cannot be supported and should not be followed. The Licensing Authority was bound under Section 11 (2) to take the appellants' objections into consideration, and they were entitled under Section 15 (1) to appeal.

"Whenever in the exercise of his discretion a Licensing Authority allows a person who has not a statutory right to be heard as an objector to take part in an inquiry, the wiser course is to allow him both to cross-examine and to call evidence if he so desires," the Tribunal add.

### PROFIT AND LOSS

H. A. Saunders, Ltd., £202,460 group profit. Tax absorbed £100,015.

R. H. Neal and Co., Ltd., £31,712 net profit after £53,204 tax. Year's dividends 12 per cent.

Rotherham Transport Department, £29,738 surplus. Motorbuses: total working expenses, £584,562 (28.66d. per vehicle-mile); total revenue, £655,188 (32.13d. per vehicle-mile); surplus after debt charges, revenue contributions and depreciation, £27,888; mileage, 4.89m. Trolleybuses: total working expenses, £134,379 (33.83d. per vehicle-mile); total revenue, £147,181 (37.05d. per vehicle-mile); surplus after debt charges, revenue contributions and depreciation, £1,850; mileage, 953,299. Total passengers, 56,76m.; total mileage, 5.84m.

## Nottingham Buses Lose £20,000 in Year

ALTHOUGH revenue increased by £77,544 in the last financial year, Nottingham City Transport incurred a loss of just over £20,000. This was stated by Ald. S. P. Hill, chairman of the transport committee, when he reported that the undertaking had carried 8m. fewer passengers.

He said that, allowing for last year's influenza epidemic and poor summer, it still appeared that some 3m. passengers had been lost. The undertaking was following a familiar pattern of rising costs overtaking additional revenue from fares. In order to increase productivity, the possibility of introducing a bonus scheme for bus crews had been considered.

Traffic revenue went up from £1,863,422 to £1,940,000 but, whereas a surplus of £40,000 had been expected at the beginning of the year, the deficit came to £20,120. Working expenses were up from £1,791,273 to £1,866,739, although loan charges dropped by £16,412 to £199,523. Their only reserve was £2,155.

A small surplus was expected on this year's working, but if costs continued to rise there might be serious pruning of unremunerative services. The undertaking's finances would have to be carefully considered if a wage increase were granted.

### C. AND D. GRANT DESPITE OBJECTION BY B.T.C.

AN objection by the British Transport Commission was unsuccessful at Chester, on Tuesday, when Williams Bros., Queensferry, applied for a collection and delivery vehicle to serve their long-distance fleet. Williams wanted the B-licence conditions to cover work "mainly within a 25-miles radius," but at the suggestion of Mr. J. R. Lindsay, North Western Deputy Licensing Authority, the word "mainly" was deleted.

Mr. E. Williams, a partner, said they operated in a country district, and wanted the vehicle to carry small consignments. A 25-mile radius was not unreasonable in these circumstances.

For the B.T.C., Mr. G. H. P. Beames claimed that there was insufficient evidence for a grant. The B.T.C. feared abstraction would be caused by the new vehicle.

### MR. F. P. ARNOLD TO RETIRE

AFTER more than 50 years in the road passenger transport industry, Mr. F. P. Arnold, a member of the Tilling Group management board, will retire on December 31. He joined Thomas Tilling, Ltd., in 1932, and became a member of the management board when the British Transport Commission took over in 1948.

Mr. Arnold will relinquish his chairmanships of United Automobile Services, Ltd.; Crosville Motor Services, Ltd.; West Yorkshire Road Car Co., Ltd.; and Brighton, Hove and District Omnibus Co., Ltd. He will also give up directorships of several other companies in the Tilling Group.

## Bristol Bus Changes are Approved

**A**PPPLICATIONS by the Bristol Omnibus Co., Ltd., for more than 50 alterations to their bus routes, were granted by the Western Traffic Commissioners on Monday. Mr. T. D. Corpe, for the company, said the result would be a vastly improved network of city bus services, run in conjunction with the new country bus station.

He recalled that the company had planned the reorganization of their services in five stages, but the war intervened when they arrived at stage three. Now they were in a position to go ahead again. The scheme would provide cross-links for the extreme suburbs and, by running through services, city terminals would be cut out.

The company wanted to put the new country services into operation on September 21, and the other proposals would come into force on October 13. If granted, the application would tend to reduce fares.

## PRODUCTION ENGINEERS VISIT A.E.C.

**M**EMBERS of the eighth general assembly of the International Institution for Production Engineering Research began a series of visits to British manufacturing plants at the A.E.C. works at Southall on Monday. Delegates from 10 countries attended.

Welcoming the visitors at luncheon, Sir William Black, managing director of Associated Commercial Vehicles, Ltd., said that in the works the engineers would see how the company were succeeding in combining the principles of flow production with the individual requirements of their customers.

Members of the Institution expressed particular interest in the batteries of automatic transfer machines, the recently opened test-house and the functions of a digital computer working on stock-control problems.

## SHORTEN DRIVERS' HOURS, CALL TO T.U.C.

**A** CALL for a reduction in drivers' hours was made on Tuesday at the Trades Union Congress. The Scottish Horse and Motormen's Association put forward the motion, urging that drivers should work only 10 hours in 24 instead of the present 11 hours, so that they would have a longer rest period.

The resolution, which "viewed with alarm" the higher speed limit for goods vehicles, was referred to the T.U.C. General Council. It expressed the fear that increased speeds would affect the health of drivers and shorten their working life.

Another resolution dealing with road transport was put forward by the Watermen's, Lightermen's, Truckmen's and Bargemen's Union, but was withdrawn. It recognized the difficulties confronting transport workers in their efforts to achieve union membership, and expressed support for any moves to assist them.

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## New Gearboxes Give Up to 10 Ratios

**A**Ll but two of the transmission units to be displayed at the Commercial Motor Show by the David Brown automobile gearbox division will be exhibited for the first time in new or modified form.

There are two new versions of the model 557CM gearbox. The first is the 557A, which incorporates a two-speed epicyclic unit giving 10 forward ratios. The second is the model 557/480, which has been designed specifically for the new Gardner 6LX 150 b.h.p. oil engine. All gears are in constant mesh.

In both these gearboxes the maximum input has been raised from 350 lb.-ft. to 480 lb.-ft. by fitting gears of increased face width. A choice of direct or over-drive top gear is offered.

Another new model is the 552 five-speed gearbox, which can be supplied with bell housings and primary shafts to suit Gardner 4LW, Perkins R6 and Commer TS3 engines, or with special primary shaft and adapter plate for the Bedford engine. It is designed for a maximum engine torque of 270 lb.-ft. and has constant-mesh forward gears.

The new S550 five-speed gearbox for 300 lb.-ft. torque has Porsche-type synchromesh on all forward gears except first. Another version, designated SP450, is available for use in coaches. It has four fully synchronized gears and is designed for 350 lb.-ft. torque.

Another five-speed gearbox, the 542CM, is a revised version of a well-established unit used particularly with the Perkins P6 engine. All gears are now in constant mesh.

## INSURANCE UP IN EIRE

**S**TRONG protests have been sent to Eire's Minister of Industry and Commerce following the insurance companies' decision to increase commercial-vehicle rates in the country by 25 per cent. A joint meeting of transport associations demanded that the "crushing increase" should be investigated by the Prices Advisory Body.

About 44,000 operators are affected, most of them owners of delivery vans under 2 tons unladen.

## Siddle C. Cook Escape Revocation Order

**D**ECISION has now been given by the Northern Licensing Authority, Mr. J. A. T. Hanlon, in the case of Siddle C. Cook, Ltd., Consett, who were called to show cause why two B licences covering seven vehicles should not be revoked or suspended (*The Commercial Motor*, August 29).

He has ruled that there shall be no revocations, but the conditions must be changed. On the three-vehicle licence, under which goods for the Consett Iron Co., Ltd., could originally be carried 125 miles, this radius is now dropped to 30 miles.

On the other licence, the radius for the iron company's goods remains at 30 miles, but other traffic may be carried only 25 miles. Meat and Christmas mails are deleted from these conditions.

Cook's application for two big vehicles to replace four smaller ones is refused, and it is stipulated that none of the four vehicles in question shall have their weight increased without publication of the proposal.

Mr. Hanlon said he would be failing in his duty if he allowed the company to continue carrying steel, although he had a good deal of sympathy with them. They had had to meet a tremendous amount of competition in previous years, and because all these other vehicles were available they had not been able to produce need for extra facilities.

Taking the broadest view it seemed mistakes had been made, and there had been carelessness in giving instructions. He wished to be as lenient as possible and would be reluctant to order a revocation, although he regretted the "undesirable methods" Cook's had used to secure extra carrying capacity.

## PICKFORDS CASE DISMISSED

**A** SUMMONS alleging that B.R.S. (Pickfords), Ltd., had failed to notify Lancashire police about the movement of a wide load was dismissed by Manchester County Magistrates last week. Inspector A. E. White said the load, 16 ft. wide and 16 ft. 10 in. high, was stopped on Chester Road, Old Trafford.

## Micrograms . . .

**Lorries on Show:** More than 100 commercial vehicles are being displayed at the Sydney Motor Show this year. There are more Continental models than ever before in the line-up of cars and trucks.

**Goodyear Dismissals:** About 100 workers have been dismissed by the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., because of the seasonal decline in trade. The men will be offered back their jobs later.

**Champion Steamer:** The 1916 Foden steam wagon which won *The Commercial Motor* Challenge Cup at Leyland in June, will attend the historic commercial-vehicle rally at the A.E.C. Works, Southall, on September 28.

**Chair-lift for Blackpool:** The 2½-mile long chair-lift operating at the Brussels World Fair is to be bought by Blackpool Corporation to connect the North Pier and the Pleasure Beach south of the town. It can carry 800 people an hour.

**Germans Co-operate:** The German Krauss-Maffei and M.A.N. concerns have agreed to co-operate in the manufacture of buses.

**Southport Conference:** The annual conference and exhibition of the Purchasing Officers' Association will be held from October 2-5 at Southport.

**Convention in Scotland:** The 5th biennial convention of the Sand and Gravel Association of Great Britain will be held at Turnberry, Ayrshire, from May 4 to 6 next year.

**New Bridge:** A new bridge carrying the Worcester-Bromyard road over the River Teme at Knightsbridge, nine miles west of Worcester, was opened on Monday. It cost £120,000.

**Freedom Campaign:** W. S. Crawford, Ltd., have been appointed advertising agents to conduct the advertising campaign which the Road Haulage Association are to promote on behalf of free-enterprise hauliers.

## B.T.C. Draw Up Scheme for Flexibility in Fares

A DRAFT Passenger Charges Scheme was submitted on Monday by the British Transport Commission to the Transport Tribunal. It covered British Railways and both the road and rail services of London Transport. Its object is to establish a maximum permissible level of fares, although there is no immediate intention of taking advantage of it even if the scheme is approved. The proposals are provided for under the 1953 Transport Act.

The scheme is analogous to the Railway Freight Charges Scheme, which was approved last year. In both cases the object is to grant the Commission greater flexibility, which they consider is demanded in a swiftly changing commercial world.

In elaborating on this proposal, Sir Reginald Wilson, a member of the Commission, on Monday emphasized that present legal procedure governing applications for fare increases was no longer in keeping with modern conditions, even though the Tribunal dealt with applications as expeditiously as possible.

Transport, he considered, was almost the most competitive industry in the country, although there might be pockets of monopoly. It was this competition that really set the standard of service and fares, and any change which the B.T.C. might make could not ignore the commercial aspect.

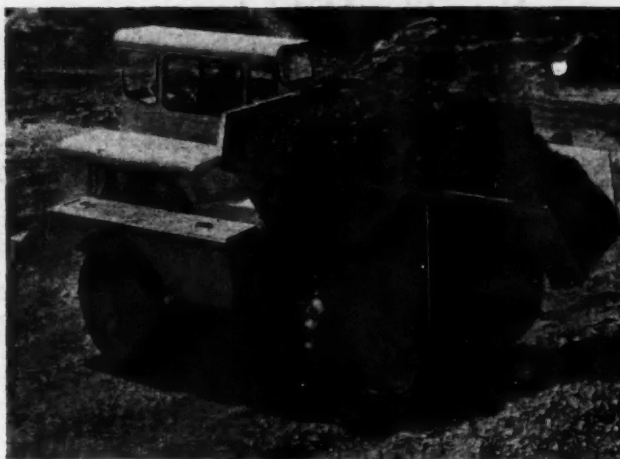
Whenever fare increases were being considered, Sir Reginald said, they invariably invoked uninformed remarks as to their effect on the cost of living. Quoting figures from a recent Ministry of Labour inquiry, out of a total household expenditure of £13 3s. 9d. in greater London, only 5s. 3d. was spent on travel to and from work. Such figures, he said, put into better perspective the real incidence of fare increases.

### NEW BUSES FOR HALIFAX

EIGHT double-deck buses, all of them 30 ft. long, are to be acquired by Halifax Corporation. They will seat 72 passengers. At present the corporation's longest vehicles are 27 ft.

Nine one-man single-deckers, seating 42 passengers, have been bought.

*This Chaseside dumper can carry 6 tons of material, and has been designed to have a low centre of gravity. Full tipping angle of the hopper is 70°.*



## L.T.E. Cut Their Garage Staff by 10 Per Cent.

ABOUT 600 maintenance workers, all of them over 60, will shortly be retired from London Transport. Most of them are already past the normal retirement age of 65, and they will be compulsorily retired, and the rest will be made up of volunteers for retirement.

This means that the L.T.E.'s maintenance strength will be cut by about 10 per cent. Men with 15 years' service behind them will get 26 weeks' pay, and this will scale downwards to 14 weeks' pay for men with seven years' service.

The cut in staff has been worked out by London Transport in consultation with the Transport and General Workers' Union.

### BUSMEN'S CONFERENCE

MANY matters affecting the road passenger transport industry in the Western Traffic Area will be discussed at Torquay, next month, at a two-day conference of the South-Western (Provincial) Joint Industrial Council of Passenger Vehicle Operators.

The Mayor and Mayoress of Torquay will welcome members on October 13, after the employers' and employees' sides have held separate meetings.

## New 6-ton Dumper Has 10 Speeds

CAPABLE of carrying a 6-ton payload, a new dumper introduced by the Chaseside Engineering Co., Ltd., and known as the D5, is powered by a Ford four-cylindered oil engine developing 61.5 b.h.p. at 2,250 r.p.m. A constant-mesh gearbox and separate transfer box, in combination with a two-speed axle with a vacuum ratio change, give 10 forward speeds and 10 similar ratios in reverse.

To make full use of this performance in each direction two-way steering and controls are fitted, and full lighting is provided at the front and rear. Power steering is fitted and brakes with vacuum assistance operate on all wheels.

A square wheelbase and low centre of gravity make the D5 notably stable, which is necessary when the hopper is raised to its full tipping angle of 70°. The hopper floats back to the carrying position as the dumper moves off.

The cab provides excellent visibility.

### EDBRO 15-CWT. TAILBOARD LOADER

A HYDRAULICALLY operated tailboard loader with a capacity of 15 cwt. has been introduced by Edbro-B. and E. Tippers, Ltd., Quebec Street, Bolton. It is actuated by a swash-plate pump which feeds a motor.

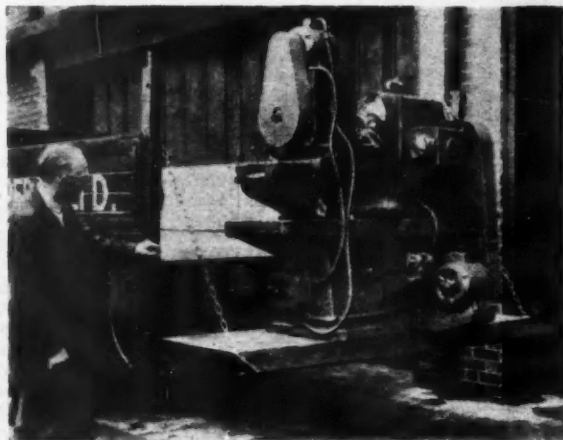
Worm gearing causes twin chain sprockets to rotate, these sprockets being coupled by a cross-shaft beneath each rear corner post. Roller chains within the tailboard guides provide the lifting effort.

The equipment is lever operated, and the tailboard can be held at any intermediate height.

### "BUS-RAIL LINK NEEDED"

UNLESS prohibitive bus fares are to be imposed on the public, the Government will have to face the question of integrating bus and rail services, according to Ald. J. Rafferty, chairman of Leeds Transport Committee.

He made this statement last week after touring the undertaking's operational area.



*Edbro-B. and E. Tippers, Ltd., have introduced a 15-cwt. tailboard loader, power for which is supplied by a hydraulic motor. The operating lever is on the near side, and the platform can be held at any intermediate height. Larger models are available.*



## New Fiat Multipla 106-cu.-ft. Van

**L**ATEST newcomer to the growing range of small, economy vans is a new import from Italy by Fiat (England) Ltd., Water Road, Wembley, Middx. Based on the Multipla saloon, the van has a four-cylindered water-cooled engine of 633 c.c., developing 22 b.h.p. at 4,600 r.p.m., mounted longitudinally at the rear, and all-round independent suspension.

The van body, by Siata of Turin, is of integral steel and aluminium-alloy construction. On a wheelbase of 6 ft. 6½ in., the body is 12 ft. 2 in. long overall.

The internal dimensions are: length from driver's seat to engine cowling, 4 ft. 4 in., width, 4 ft. 8 in., and height, 4 ft. Above the engine there is further storage space, 2 ft. 3 in. deep, 4 ft. 1 in. wide and 2 ft. 4 in. high. The capacity is 106 cu. ft., and maximum load 1,034 lb.

Interior panelling is in hardboard, with linoleum flooring. The bulkhead behind the cab consists of horizontal steel tubes, protecting the driver should a load shift forward and at the same time providing unobstructed vision to the rear. There is one large sliding door panel (3 ft. 6 in. square) to the load compartment on the near side, and the upper half of the rear panel is hinged at the top to facilitate loading of smaller parcels or allow long loads to be carried. Below the loading panel, a second hinged door gives access to the engine.

The forward-control cab gives adequate room for driver and one passenger, seated on a bench with adjustable squab. A heater-demister is provided. The spare wheel is carried in an upright position in a well in front of the passenger, and there is a document pocket in the near-side door. Twin windscreen wipers and flashing indicators are standard.

The van is sold in this country at £782 13s. 6d., including purchase tax. [A road-test report of the Multipla was published in *The Commercial Motor* on January 4, 1957.]

### VERHEUL BUY KROMHOUT INTERESTS

**T**HE interests of the Kromhout concern, of Amsterdam, Holland, in the production and sale of chassis are to be taken over by the Verheul Bodybuilding Co., Waddinxveen. Kromhout will continue their engine activities, and service and spares facilities for existing Kromhout vehicles will remain in their hands.

Verheul decided to acquire the Kromhout interests because of the need to develop integrally constructed buses for sale in the European Free Trade Area.

### IMMEDIATE SPRING EXCHANGE

**I**MMEDIATE spring-exchange service is now being offered by Wm. E. Cary, Ltd., Red Bank, Manchester, 4, in the Midlands, north-west England and parts of Scotland. The company have built up a stock of factory-reconditioned springs covering a large number of popular vehicles, and each spring is guaranteed for six months.

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*The Fiat Multipla rear-engined van is now available in Britain. The wide side door and rear flap make for easy loading.*



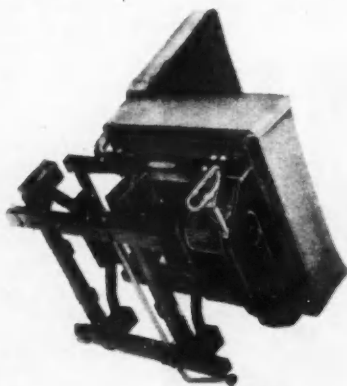
## Economist Wants More Mergers

**F**URTHER amalgamations of motor manufacturers to improve the British motor industry's position in a European Free Trade Area were advocated last week by Mr. Aubrey Silberston, lecturer in economics at Cambridge University. He was speaking at Glasgow at the annual meeting of the British Association for the Advancement of Science.

He thought the British motor industry would be in a strong position, so long as careful attention was given to the models produced and to sales policy. It would be strengthened if individual models of cars and commercial vehicles were made in larger numbers—a process which, he thought, amalgamation would facilitate.

### TO INDIA AGAIN

**W**HEN the Commercial Motor Show closes on October 4, one of the coaches on display will immediately be prepared to start a trip to India the following day. The Harrington-bodied A.E.C. Mandator Mk. III, which was specially built for Garrow Fisher Tours (Kingston), Ltd., is to carry 26 passengers to Delhi, many of whom will stay on for a tour of India.



*The Leveroll Level Ride seat. The rubber torsion springs and the handle for the transverse screw which adjusts the resistance of the suspension can be seen.*

## Rubber Suspension for Driving Seat

**S**HOWN to the Press on Tuesday, a new driver's seat for commercial vehicles, produced by A. W. Chapman, Ltd., Ranelagh Gardens, London, S.W.6, in collaboration with the Bostrom Co. of Milwaukee, U.S.A., has rubber suspension. It is intended to isolate road shocks and vibration and is known as the Leveroll Level Ride.

The support structure for the seat is made up of four levers pivoted at their lower ends on the corners of a mounting tray. Inclined inwards, the pair of levers at each side is connected to a longitudinal rod mounted in a large rubber bush at its forward end, the bushes being attached to the bottom of the base for the seat. As additional weight is applied to the seat, the levers tend towards the horizontal, this movement being resisted by the rubber torsion springs.

Resistance of the suspension to the weight of individual drivers can be readily adjusted by a transverse screw at the front of the seat, which alters the spacing of the rubber bushes and the longitudinal rods.

Double locking slides operated by a lever on the left provide fore-and-aft adjustment. Although not fitted at the moment, a device is being designed to give vertical adjustment.

For vehicles which are frequently used off the road, provision is made for fitting a shock absorber to eliminate excessive bounce. A special seat with a tubular frame and adjustable back rest has been designed by A. W. Chapman for use with the Level Ride system but any of their standard seats may be employed.

Pre-production models are being offered to manufacturers and operators at a nominal price for service tests under operating conditions.

### MAIDEN VOYAGE

**T**HE maiden voyage of the Ionic Ferry, owned by Transport Ferry Services, will take place on October 10. The vessel will sail from Preston to Larne, and return to Preston two days later. The Ionic Ferry is a sister ship of the Bardic Ferry, which came into service last September.



# Air Springs and Disc Brakes on New P.S.V.

**I**N addition to representative models from the new Invincible Mark II range of heavy-duty goods vehicles, Guy Motors, Ltd., will be exhibiting two outstanding new designs at Earls Court. One of these is the first British passenger chassis to have air suspension and disc brakes as initial equipment, whilst the other is an ultra-lightweight low-cost eight-wheeler which is virtually an eight-wheeled version of the Warrior four-wheeler.

The new passenger chassis, which is as yet unnamed, is an underfloor-engined design for single-deck bus or coach bodywork. There will be two examples at the Commercial Motor Show, one on the Guy stand and one in the demonstration park. Both will be powered by Leyland O.680 150-h.p. oil engines, used in conjunction with a new fully automatic version of the Guy five-speed epicyclic (overdrive-top) gearbox.

The passenger model bears no relationship to previous Guy underfloor-engined designs, having been designed from the start around an air-suspension layout. Independent-front-wheel suspension has been adopted, as it is considered that this is the easiest way to apply air springs to the front wheels, besides giving additional advantages in respect of roll stability and generally improved suspension characteristics. A conventional rear axle is used.

Firestone Airide rolling-lobe diaphragm-type air springs are employed, with single units at each front wheel and four springs for the rear axle. The front suspension consists of unequal-length cast wishbones at each side, the lower wishbones being longer than the upper ones. These carry the kingpins and stub axles and the upper wishbones form the lower mountings for the air springs, which are on the same axis as the wishbones.

## Wide Spring Base

This installation not only ensures a wide spring base to resist roll but also gives a ratio of spring-to-wheel frequency of 1 to 1. There is a levelling valve at each front wheel and telescopic dampers pass through the wishbones.

At the rear end, the axle is carried on beams, each of which has an air spring at each end. Torque reaction is absorbed by two pairs of parallel locating links and there are two Panhard rods to locate the axle laterally. A single levelling valve is incorporated in the rear-axle arrangement. All the suspension linkages have rubber bushes to eliminate the need for maintenance.

Girling disc brakes of the automatic self-adjusting type, working on the Hydrastatic principle are used. Single caliper units are employed on the front discs and the rear brakes are twin-caliper assemblies. They are actuated by air-hydraulic means, the front and rear brak-

## Guy Introduce Revolutionary Passenger Chassis and Ultra-lightweight Eight-wheeler

ing systems being independent. A drum-type transmission hand brake is mounted at the back of the gearbox.

The engine-gearbox unit is located midway in the chassis frame beneath the side members. The engine is a standard Leyland unit with an 18-in.-diameter fluid coupling, but the gearbox is a new Guy development.

This is basically the five-speed epicyclic unit which Guy Motors have been manufacturing for several years, but it has been adapted for fully automatic control, using C.A.V. electrical equipment.

An overriding control lever is mounted on the steering column and the electrical gear provides automatic selection of neutral when the vehicle is coasted to a standstill. Fourth gear is direct, whilst fifth gear is an 0.755-to-1 overdrive.

The underslung-worm rear axle has a reduction ratio of 5.2 to 1. The chassis, which has a wheelbase of 18 ft., has a flat-topped frame which includes full-width outrigger brackets and it is suitable for 36-ft. by 8-ft. semi-integral bodywork. It is equipped with 10.00—20-in. tyres on B7.0 wide-base wheels.

## New Eight-wheeler

The new Warrior eight-wheeler has a wheelbase of 17 ft. 11 in. and will be shown with cab and platform body. Emphasis has been placed on low cost and light weight, and it is expected that a payload of at least 18 tons can be carried without exceeding the gross legal limit of 24 tons.

Power is supplied by an A.E.C. AV 470 112 b.h.p. oil engine. This has a 14-in.-diameter single-dry-plate clutch, hydraulically operated, and is unit-mounted with a five-speed synchromesh gearbox. An Eaton two-speed rear axle affords ratios of 6.5 and 8.87 to 1, and the trailing axle of the rear bogie has coil and leaf springs

with hydraulic load compensation, these being of Primrose design.

An air-hydraulic braking system incorporates Girling two-leading-shoe units on the first, third and fourth axles. The front brakes are 15.25-in. by 4.5-in. units, whilst the rear brakes are of 15.5-in. diameter with 6-in.-wide facings; the total frictional area is 922 sq. in. Conventional semi-elliptic springs are used for both front axles and driving axle. The side members of the frame are only 9 in. deep, with 3-in. flanges.

Marles cam-and-double-roller steering is used. A 40-gal. fuel tank is fitted. The standard tyres are 9.00—20 in. and the electrical system is 24v. The forward-control cab is equipped with windscreen washers, heater unit and canopy.

Another new Guy design which will be seen at the Show is a 68-seat 30-ft. by 8-ft. double-deck bus based on an Arab forward-engined chassis powered by a Gardner 6LW oil engine. This vehicle has been built to the order of Wolverhampton Transport Department, who are taking it into service immediately after the Show, and is the first 30-footer to be employed in that city.

## Automatic Gearbox

Other than the length, this vehicle follows conventional Guy double-decker practice, but an innovation is the use of a fully automatic version of the normal Guy four-speed epicyclic gearbox. It has air-pressure cam-operated brakes and 11.00—20-in. (14-ply) front tyres and 10.00—20-in. (12-ply) rear equipment.

The body has been built by H. V. Burlingham, Ltd., and has 68 forward-facing seats and ample baggage space. The overall unladen height is 14 ft. 7 in. The body weighs 3 tons 9 cwt.

As forecast in *The Commercial Motor* on August 15, the Guy exhibits at the Show will include a normal-control four-wheeler (with Rolls-Royce engine) and a forward-control eight-wheeler (Gardner 6LX) from the new Invincible range, but in addition there will be a forward-control four-wheeled tractor powered by a Meadows 6DC 500 six-cylindrical oil engine.

This is an 8-ft. 9-in.-wheelbase model with fifth-wheel coupling and is equipped with 10.00—20-in. tyres. The five-speed constant-mesh gearbox has a direct top gear, and the 8½-in.-centres worm axle has a reduction ratio of 7.25 to 1. The tractor is suitable for a gross train weight of 24 tons.

## New Stage Service by Ribble Approved

**A** PROPOSAL by Ribble Motor Services, Ltd., to start a stage-carriage service between Foxfield and Coniston, has been approved by the Northern Traffic Commissioners. This will replace a rail service which is to be withdrawn.

The Commissioners' decision follows confirmation of an Order dealing with road restrictions in Ulverston Rural District. The Order allows stage-carriage

services to be operated on some roads provided the length and width of buses are restricted.

As a result, the Commissioners say that Ribble must operate vehicles not more than 7 ft. 6 in. wide, or 27 ft. 6 in. long. They promise, however, that these restrictions will be removed if four parking places are provided.

It is expected that Ribble will start the service in October.

# The ATLANTEAN Gets Down to Business

*New Leyland has Separate Chassis and Beam Axles: Simplified Design Gives Greater Choice of Body Layouts: Low-height Frame for Easy Loading and Low Overall Body Height*

**G**REAT interest has been stimulated among fleet operators by the various designs of Leyland Atlantean rear-engined double-decker which have been exhibited at Earls Court and demonstrated in fleet service over the past four years. This has encouraged Leyland Motors, Ltd., to complete a design giving all the advantages of the earlier integral versions, but employing a chassis frame and more simple mechanical components with the object of making the price competitive with that of conventional double-decker bus chassis.

Because of its conventional approach the latest Atlantean is perhaps even more outstanding than the previous design, particularly as normal beam axles are used at front and rear without detracting from the low-platform front entrance which was one of the important features of the 1956 version. It will be possible on the new chassis to build a double-deck body within an unladen vehicle height of 13 ft. 4 in. without recourse to a side-gangway upper-deck layout except for a short section at the rear.

Bodybuilders will no longer be restricted in the type of body that can be offered with the Atlantean, this having been one of the shortcomings of the fully stressed body-chassis construction as originally envisaged. Thus, operators will be free to choose their own bodybuilders and to specify their own interior layouts.

A criticism that was sometimes levelled at the original Atlantean design was that because the power unit was carried across the rear of the body, within the main body shell, there was a pronounced tendency for noise and vibration to be transmitted throughout the whole of the body.

A further possible disadvantage of the 1956 design was that in the event of a rear-end collision not only might the engine be damaged, but the complete body sub-frame and superstructure would also need repairing: no simple matter with a fully integral design.

To combat these weaknesses the new vehicle has the engine mounted on a robust, easily detachable sub-frame, so that, in conjunction with the gearbox, bevel box and cooling system, it forms

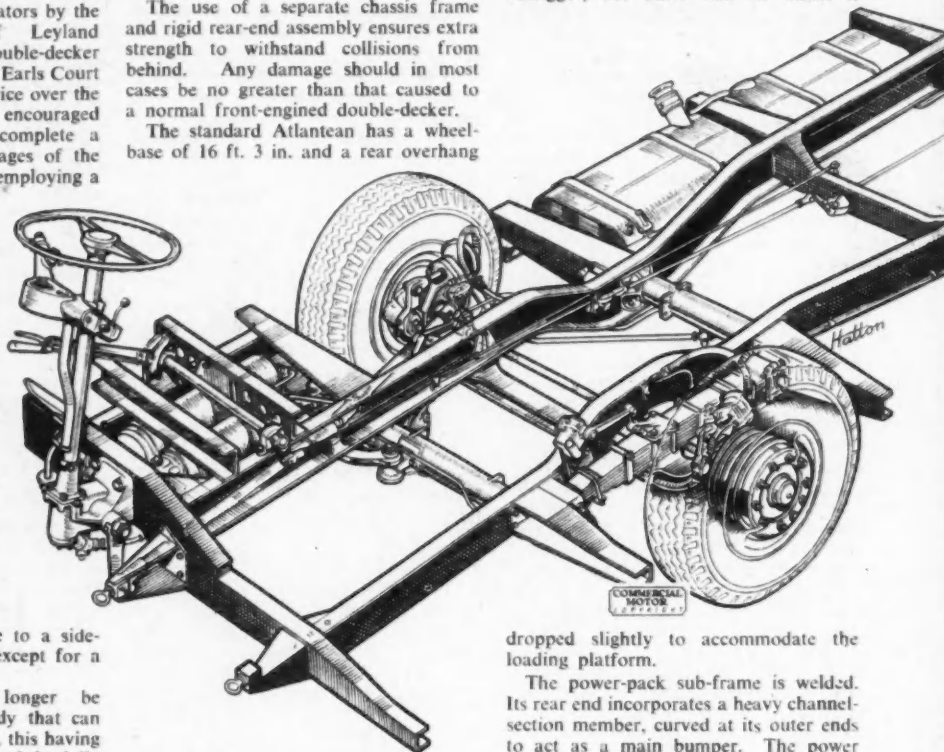
a complete power pack. This is enclosed in a plastics cowl which is intended to protrude from the rear of the lower saloon (the upper saloon being cantilevered over it). In this way the engine is insulated from the passenger compartment and becomes more accessible for routine maintenance or complete removal.

The use of a separate chassis frame and rigid rear-end assembly ensures extra strength to withstand collisions from behind. Any damage should in most cases be no greater than that caused to a normal front-engined double-decker.

The standard Atlantean has a wheel-base of 16 ft. 3 in. and a rear overhang

bolted to the frame at the spring anchorage points. In addition, there are three channel-section members, also bolted.

In line with each of these cross-members there are bolted outriggers, the upper flanges of which are generally level with the upper flanges of the side members. The exception is the near-side front outrigger, the outer end of which is



dropped slightly to accommodate the loading platform.

The power-pack sub-frame is welded. Its rear end incorporates a heavy channel-section member, curved at its outer ends to act as a main bumper. The power pack is secured to the main frame assembly by 14 bolts.

A net power output of 125 b.h.p. at 1,800 r.p.m. is given by the Leyland O.600 9.8-litre six-cylindered direct-injection oil engine. Basically this unit is identical with the O.600 engine used in other Leyland goods and passenger chassis, but there are a few detail modifications. For instance, the fuel-injection pump has a hydraulic governor, this having been used to ensure constant idling under all temperature conditions and so reduce vibration.

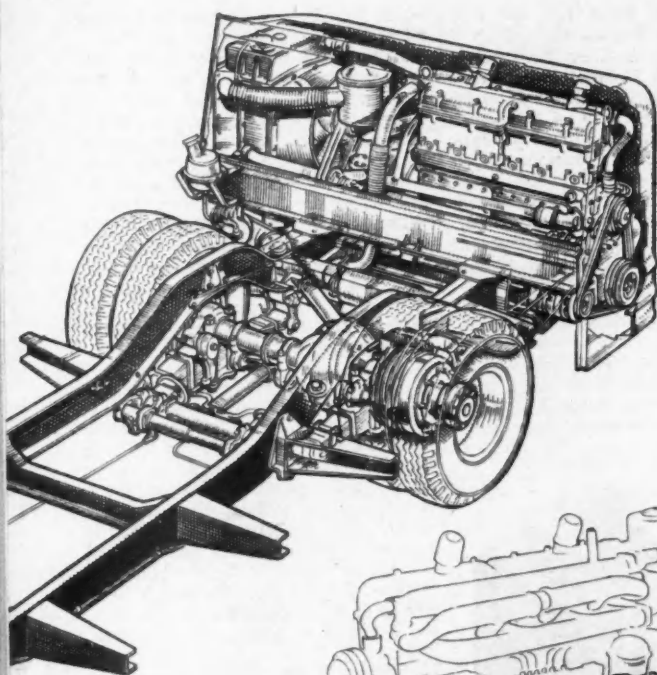
An innovation is the use of a paper-element air filter, which, in addition to being smaller and lighter than the type of oil-bath cleaner necessary with this size of engine, is claimed to be more efficient and to have a longer life between maintenance periods. The filter is at least as efficient a sound deadener as an oil-bath unit and, as employed in the Atlantean, is

of 6 ft. 8½ in., the front overhang being only ½ in. longer less towing eyes. The frame side members are ½-in.-thick pressings, having 3-in. flanges and a maximum depth of 8 in. They are swept up sharply over the rear axle, the difference in height of the top flanges being 16 in., whilst over the front axle the frame rises 3.6 in. above the main inter-axle height.

Forward of the front axle the near-side frame member is dropped by 6.85 in., whilst the off-side member remains level with the top of the axle hump to support the driving platform.

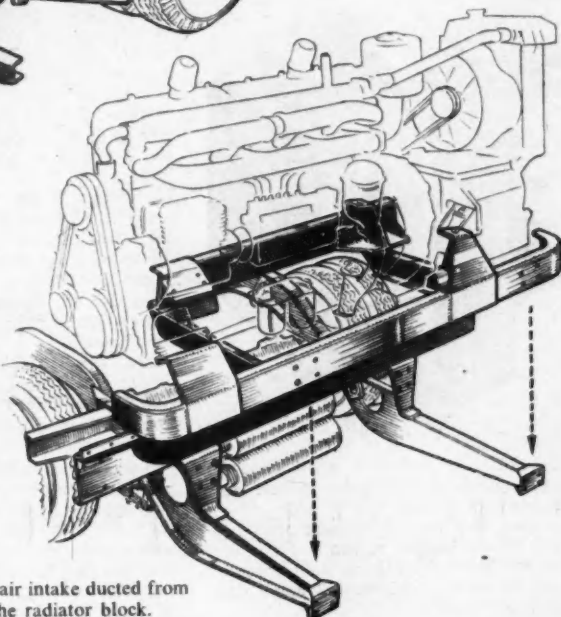
Behind the rear axle there is a robust arrangement of four bracing members, which tie up the back end of the frame, support the power pack, and reduce the mid-chassis bending moments. Consequently, relatively light main members between the axles can be used.

Except at the rear-spring rear hanger brackets, tubular cross-members are



(Left) Specially prepared for "The Commercial Motor," this drawing shows the frame layout of the new Leyland Atlantean rear-engine passenger chassis, which, despite the use of conventional beam axles at front and rear, has a very low height. Semi-elliptic springs are employed at both axles, with double-acting dampers at the front.

(Right) The engine, gearbox, bevel box and radiator are mounted on a detachable sub-frame for easy removal. The power unit can be run on this frame when withdrawn from the chassis, thus enabling final engine settings to be made before the engine is re-mounted.



fed through a cold-air intake ducted from a point ahead of the radiator block.

Fuel is filtered through a sediment bowl mounted on the sub-frame, with which is incorporated a cut-off tap, and twin paper-element filters mounted on the crankcase immediately below the injection pump. A Glacier centrifugal oil filter ensures maximum cleanliness in lubrication. An external engine-stop control will be fitted by the bodybuilder.

A Leyland 16½-in.-diameter centrifugal clutch is standard, this having been adopted to give greater efficiency, and therefore better fuel economy, than is obtainable with a conventional fluid coupling. The drive passes from this clutch to a Pneumo-Cyclic four-speed electro-pneumatically operated direct-acting epicyclic gearbox, which is offered in either semi- or fully automatic versions.

The gearbox has the standard ratios, which are 4.28, 2.43, 1.54 and 1 to 1 forward, with a reverse ratio of 5.97 to 1. Gear changing is controlled by a small switch on the left of the steering column, which operates the solenoid-controlled

pneumatic valve block on the forward side of the engine crankcase.

Mounted in unit with the engine-gearbox assembly, but having an independent lubrication system from either of the other units, is a 48° bevel box. This incorporates helical reduction gearing, and it is this gearing which is changed to suit the requirements of any particular operator in respect of a specific final-drive ratio.

It is much cheaper to offer an alternative set of helical gears for the bevel box than to provide a variety of sets of crown wheels and pinions. In the Leyland final-drive arrangement there is one standard rear-axle ratio of 3.083 to 1, but a choice of final-drive ratios of 6.074, 5.334, 4.702 and 4.15 to 1.

At the output end of the bevel box are the drive for an electrically operated speedometer and a flange on which may be mounted a generator for the control of the Pneumo-Cyclic gearbox in its fully automatic version. The propeller-shaft

output flange has a single V-pulley, which is used to drive an automatic lubricator, fitted as standard and feeding all the chassis points through nylon piping and leaving only the three greasing points on the propeller shaft requiring periodic attention.

The radiator, mounted above the Pneumo-Cyclic gearbox, is of a new integral limited-loss design in which any water driven out of the header tank by expansion passes to a reservoir in front of, but integral with, the header tank. From there it is drawn again, as the water temperature in the main radiator block drops. This ensures that none of the coolant is lost no matter what the operating conditions may be.

### Pressurized Radiator

The cooling system is pressurized to 4 p.s.i. Behind the block there is a cast six-bladed fan supported in bearings integral with the cowl to allow a blade clearance of less than 0.012 in. to ensure the maximum flow of air through the block. This high-efficiency layout reduces the height of the radiator, so keeping the overall size of the power pack down to minimum.

Air is drawn through the radiator from the right-hand side of the vehicle, and the plastics engine cowl incorporates the upper half of a metal duct which mates with the lower half carried on the radiator. Thus, when the engine cowl is closed, all the air drawn in passes through the radiator. In this way the re-circulation of hot air within the cowl is prevented, which in turn helps to pressurize the engine compartment and so keep out dirt.

The fan has a twin V-belt drive, the driving pulley being at the end of a jointed shaft which is driven from the engine timing case.

Both the engine and gearbox are mounted at four points on their sub-frame. There are two sandwich-type rubbers in compression and shear at the timing-case end and two inclined conical rubber mountings close to the clutch housing. This arrangement is similar to that employed on the 1956 bus, but because the engine will always be removed as part of the complete power pack, there will seldom be need to disturb the four rubber mountings.

### Simple Removal

To withdraw the assembly it is necessary only to disconnect the propeller shaft, electrical leads, and fuel and air lines—all of which are easily accessible—and to unfasten the rod-type accelerator linkage, which is automatically tensioned so as to take up free play which might occur in operation.

As the cooling system also is withdrawn with the power pack, the complete engine unit can be run when removed from the chassis merely by connecting up the twin silencers and an external fuel system.

Big fleet operators will be able to keep spare power packs ready for instant replacement, and a used assembly can be reconditioned at leisure and all final settings and adjustments made before its



replacement into a chassis. The dry weight of the power pack, complete with its sub-frame, is 1 ton 9½ cwt.

The rear axle is basically an orthodox beam design, but with the input at the rear. The differential is offset to the near side and, because part of the final-drive reduction is in the bevel box, thereby allowing relatively small reduction at the spiral-bevel gears, a large pinion can be used.

High-lift S-cam-operated brake units are employed at the rear, these, in common with the drums and hubs, being interchangeable with the assemblies used on the Royal Tiger Worldmaster underfloor-engined single-decker chassis. The brakes are 15½ in. in diameter and the shoes carry 8-in.-wide moulded facings. The cams are operated through Bendix-Westinghouse slack adjusters and frame-

laden frequencies being 153 and 129 cycles per minute respectively.

Marles cam-and-double-roller steering is operated by a 21-in. diameter two-spoke steering wheel. It has a ratio of 28.5 to 1, giving 5½ turns of the wheel from lock to lock. The low front-axle load is thought not to warrant power steering.

The drag link is in two pieces, supported mid-way by a relay lever pivoted to a frame cross-member. Despite the use of outrigger front springs, a good steering lock has been obtained. The turning circle is 58 ft. and the swept circle with a full 30-ft. by 8-ft. body is 66 ft.

A single-circuit braking system is controlled by a D1 valve which has a conventional brake pedal. Power is supplied by an engine-driven 10-cu.-ft. compressor,

*A limited-loss cooling system, pressurized to 4 p.s.i., is employed. The expansion tank is integral with the radiator header tank. The intake duct incorporates the cold-air intake for the engine air cleaner.*

mounted diaphragm-type air-pressure actuators, a separate rod linkage being provided for the hand brake.

At the rear, conventional reverse-camber semi-elliptic single-rate springs carried on 1½-in.-diameter chromium-plated shackle pins are mounted underneath the chassis side members. The springs have a rate of 1,450 lb. per in. deflection, and are 4 ft. 2 in. long and 4 in. wide. The laden frequency is 82 cycles per minute and, unladen, 106.

Because of the engine position, the maximum change in load at the rear axle will not be great: that is why dual-rate springs are not used. Similarly, no dampers are fitted. A Leyland torsion-bar anti-roll stabilizer similar to the unit already offered on the Titan forward-engined chassis is standard. The stabilizer arms are rubber-bushed to allow a slight initial roll.

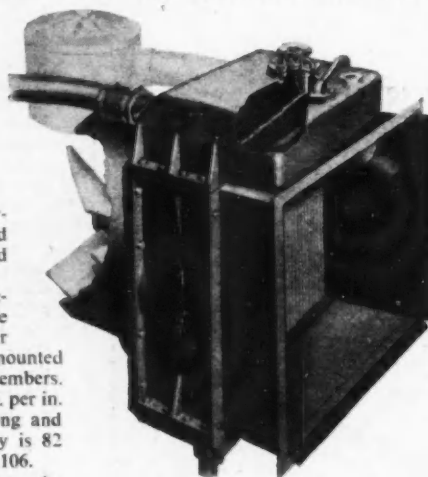
### Conventional Axle

The conventional beam front axle is similar to that used on the Worldmaster and employs identical brakes, drums and hubs. The brakes are cam-operated, 15½-in. by 5-in. units with moulded facings, the air chambers being mounted on the stub axles and operating through slack adjusters.

Independent front suspension, with longitudinal torsion bars, was used in the 1956 Atlantean. This has now been dropped, partly with the object of reducing the price and of simplifying the maintenance.

The standard front suspension consists of 4-ft. 2-in.-long dual-rate semi-elliptic springs which are outriggered from the side members and work in conjunction with Armstrong DAS 12 double-piston shock absorbers. They are 4 in. wide and have an initial rate of 942 lb. per in. and a final rate of 1,975 lb. per in., unladen and

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the intake of which is piped from the inlet manifold, thus ensuring that only filtered air is used.

There are two air-pressure reservoirs, one for the braking system and the other for the gearbox operation, door actuation and so forth. A single-pull hand brake is fitted.

Because of the low floor height it has not been possible to use a conventional fuel tank, so two inter-connected 19-gal. slab tanks are carried on the off-side frame member immediately behind the front wheel, a common filler neck serving both tanks. The battery can be stowed above the floor under the seats, centrally beneath the floor or on the opposite side to the fuel tanks.

The engine cowl is a one-piece plastics moulding reinforced with metal tubes and strips. The lower edge has been doubly reinforced so that it acts as an initial bumper to give protection against light shocks, the reinforcements lying outside the main bumper of the power-pack sub-frame. The cowl, complete with radiator ducting, weighs only 100 lb. and is hinged at the top, being secured by budget locks at its lower edge.

The new Leyland Atlantean is rated for a maximum gross weight of 13½ tons, the rear-axle limit being 9 tons. The chassis alone weighs 5 tons 12 cwt.

In addition to the Atlantean chassis

which is to be exhibited on the Leyland stand at the Show, there will be an M.C.W.-bodied low-bridge 73-seater for J. James and Sons, Ltd., on the same stand; an Alexander-bodied vehicle for Glasgow Corporation on the Walter Alexander stand; and a high-bridge for Wallasey and a low-bridge for Maidstone and District Motor Services, Ltd., on the M.C.W. stand.

The M.C.W. low-bridge buses have an overall unladen height of 13 ft. 4 in., whilst the high-bridge design is 14 ft. 4 in. high. In both cases the front-entrance platforms are approximately 1 ft. 4 in. above ground level and jack-knife doors are employed.

### Low-bridge Design

In the low-bridge design there are 34 lower-deck seats, including three inward-facing seats for three over the near-side front and both rear wheel-arches. The space over the off-side front wheel-arch is occupied by the seven-step stairs, with a small luggage compartment beneath. The gangway is flat to a point just ahead of the rear axle and is 3½ in. below the level of the seat platforms. There is a 10-in. step up in the gangway over the rear axle, the rear seats being correspondingly higher.

The rear 16 seats in the upper saloon are on a platform 10 in. higher than the other seats, with a dropped gangway on the near side, to give sufficient headroom in the lower saloon. Ahead of the steps there is a three-passenger seat, and the first two seats on the near side of this deck are singles.

The 78-seat high-bridge bus has a similar lower-saloon seat layout, but the gangway is sloped gradually upwards from the front platform to just ahead of the rear wheels, where there is a 5-in. step up to the rearmost seats. The main gangway is level with the seat platforms. The upper saloon, which has 44 seats, has a flat floor and a conventional seat arrangement, the only single seat being opposite the top tread of the eight-step staircase.

### Two Emergency Exits

In both types of bus there is a normal rear-window emergency exit for the upper deck, whilst the lower-deck emergency exit is on the off side adjacent to the rear seat. The front doorways are 4 ft. wide between hinge centres. Sliding upper-window assemblies are fitted on both decks, three on each side of the upper decks and two per side for the lower saloon.

Destination indicators are provided at the front and rear of both types of body, but are not recommended for the sides above the doors, because of the space occupied by the door-actuating gear. All the M.C.W.-bodied buses have 10.00-20-in. (12-ply) tyres and are 30 ft. long and 8 ft. wide. Ear-type flashing indicators are fitted.

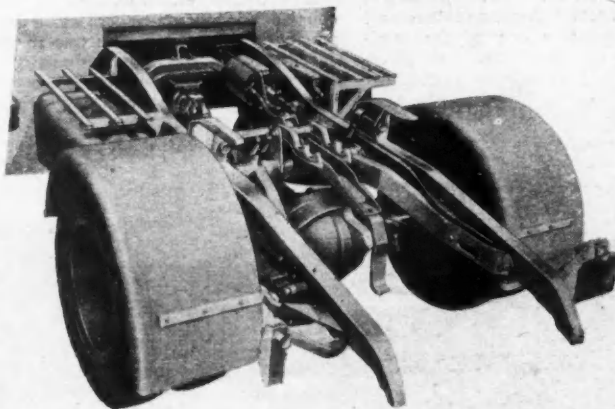
Clayton Dewandre recirculating heaters are fitted in both saloons and in the cabs of the M.C.W. buses, and the Wallasey high-bridge bus has a tip-up seat for the conductor adjacent to the driving position.



# Safer Braking with New Coupling

*Remarkable Results with New Brockhouse Units for "Artics"*

(Below) The new Brockhouse Mk. IV Interchangeable coupling is based on well-tried principles, but has a hydraulically controlled coupling hook and a minimum-lag braking system. The coupling gear is concentrated on a standard cross-tube to simplify adaptation to various tractor chassis.



**B**ASED on well-tried principles, a new coupling gear for articulated units of up to 11 tons payload has been introduced by J. Brockhouse and Co., Ltd., West Bromwich. It is known as the Mk. IV Interchangeable and can be used with Scammell M.H., Taskers DS and Hands G-type semi-trailers, in addition to Mark III Brockhouse units.

A new braking system eliminates delay and gives smoother retardation, thereby reducing the risk of jack-knifing.

The heart of the braking system, which has been developed by the Clayton Dewandre Co., Ltd., to meet the specific requirements of J. Brockhouse and Co., Ltd., is a Hydrovac suspended-vacuum servo. Its use greatly reduces the delay in the actuation of the semi-trailer brakes relative to the tractor brakes, which can cause serious instability.

As used with the Brockhouse coupling, the Hydrovac controls a small slave cylinder connected to a central tongue on the tractor coupling, which, when raised, applies the semi-trailer brakes through a peg in the turntable in the conventional manner. This hydraulic system is independent of that of the normal tractor brakes and has a separate header tank.

The Hydrovac is controlled by a special inverted-vacuum reaction valve. This is piped to the normal tractor hydraulic system and, as developed for Brockhouse, is also arranged for mechanical actuation. This has enabled a small hand control to be mounted on the steering column and

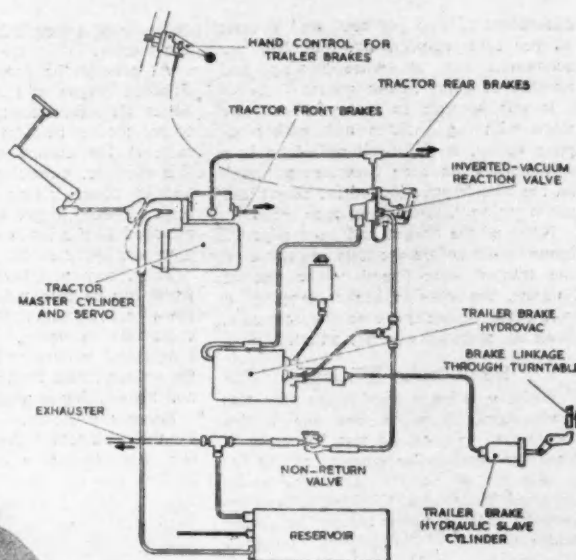
linked to the reaction valve by cable, so that the semi-trailer brakes can be applied independently of the tractor brakes. This hand control has a lock which enables the semi-trailer brakes to be left applied with the driver out of the cab.

An accompanying diagram shows roughly the layout of the main components, the particular application being to a tractor with brakes controlled by a master vacuum servo. The system can, however, be applied easily to tractors with unassisted hydraulic brakes and correct "balance" can be obtained by varying the reaction-valve setting so that proportional braking is achieved on all wheels of the outfit.

The new braking system has been fitted initially to a Bedford S-type tractor, which, for the purpose of true comparison, has been brought fully up to date in accordance with current Bedford vehicles by the addition of a Clayton Dewandre VH2/433 vacuum master servo controlling the tractor brakes. This type of servo is to be a standard fitting on S-type tractors in the future.

The vehicle was offered to *The Commercial Motor* for test in conjunction with a Brockhouse 10-11-ton 25-ft. semi-trailer which was carrying a test load totalling 9 tons 18 cwt. The outfit was running at a gross weight of 15 tons 4 cwt. during the laden tests.

Full-pressure "emergency" stops were made from 20 m.p.h. and 30 m.p.h. and the respective stopping distances were 25 ft. 3 in. and 56 ft. 6 in., which are



(Above) This diagrammatic representation of the layout of the braking system used with the new Brockhouse coupling shows the reaction valve, trailer Hydrovac and hydraulic slave cylinder. As drawn, tractor braking is controlled through a conventional vacuum servo, but this is not essential.

exceptional for a vacuum-braked articulated outfit and a great improvement on the figures last obtained by *The Commercial Motor* with a Bedford articulated unit running at the same weight but with a conventional braking system.

A Tapley meter was used to record maximum deceleration during these tests and this showed 61 per cent. when braking from 20 m.p.h. and 56.5 per cent. from 30 m.p.h. The average retardation revealed by the stopping distances in each case was equivalent to 53 per cent.

The small difference between the maximum and average retardation showed that the delay in the system was almost negligible, which in turn implies that the retardation was smooth and consistent from the time of initial application of the pedal to the time the vehicle came to rest.

Using the hand control to actuate the semi-trailer brakes only, an average Tapley meter figure of 24 per cent. was obtained from 20 m.p.h. This control is clearly a useful emergency feature. During the test it was found to be of great assistance also in checking the vehicle gently on downward gradients and when starting on steep hills, as it was much easier to use than the normal tractor hand brake.

A second series of tests was then carried out with the outfit unladen, the train weight being 5½ tons. As before, "crash" stops were made from 20 m.p.h. and 30 m.p.h. and exceptionally good retardation figures of 18 ft. and 43 ft. were obtained.

During these tests the Tapley meter showed a maximum reading of 92.5 per cent. when braking from 20 m.p.h. and over 100 per cent. when stopping from 30 m.p.h. These figures represent

differences of 17.5 per cent. and at least 30 per cent. respectively, but they are accounted for by wheel-locking and absence of delay in the system.

It was possible to make full-pressure stops with the unladen unit with complete safety, as the outfit pulled up in a straight line on each occasion, although all the wheels were locked for about half the stopping distance from each speed.

None of the brakes had been adjusted immediately before the tests and those on the tractor were found to be out of balance, the off-side brakes tending to take effect before those on the near side. Even so, stability was not affected.

#### Hand-brake Efficiency

While unladen a hand-brake stop was made from 20 m.p.h. and the Tapley meter reading obtained was 30 per cent., both the semi-trailer wheels locking for a distance of 56 ft. The semi-trailer supplied for test had Girling two-leading-shoe 15.25-in.-diameter brakes, the facing width of which was 4.25 in., giving a frictional area of 252 sq. in. for the semi-trailer.

The tractor had the standard Bedford brakes, the area of which is 498.4 sq. in. Thus, laden, the outfit had a frictional area of 48.8 sq. in. per ton gross weight.

The tractor had a VOSR2/812 slave Hydrovac controlling the semi-trailer brakes and, although a larger Hydrovac can be fitted, the Brockhouse engineers have decided that this would be unadvisable, as it would produce too high a braking effect when a tractor was used with a 6-ton semi-trailer. Thus, much of the merit of the interchangeability of the coupling would be lost unless, of course, the linkages on the 6-ton semi-trailer brakes were to be modified to reduce the effort at the shoes.

As with other coupling gears of this type, the new Brockhouse layout has curved loading ramps at the rear. These are steel pressings, up which small rollers on the semi-trailer turntable move when coupling.

#### Locking System

Locking is controlled by a two-jaw hook assembly which engages on two small rollers near the centre of the semi-trailer turntable. The actuation of these jaws is controlled through a hydraulic pump, this reducing the effort required of the driver when uncoupling, particularly on slopes.

Before the lever can lower the locking hook, a separate valve control must be closed. Both the valve and the lever lie below the level of the door sill, so that they do not obstruct access to the driving seat. A microswitch at the hook controls a warning lamp on the dashboard, this light being illuminated whenever the hook is not fully engaged.

The hook assembly itself consists of two arms joined by a stout tube which forms a grease reservoir to ensure trouble-free operation. The hook is held in engagement by two concentric coil springs which have to be compressed before it can be released. Robust buffer brackets have been so designed as to resist any tendency for the semi-trailer to

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twist about a longitudinal axis relative to the tractor.

At present the coupling is offered on Bedford S-type and Austin and Morris Series III tractors; but it can be applied to most other tractors which are already suitable for automatic couplings. For this purpose, mounting has been simplified by concentrating all the hook gear on a standard forged cross-tube, which is attached to the inside of the tractor side members by brackets.

Thus, any variation in chassis-frame width can be accommodated by changing these brackets rather than by altering the cross-tube assembly. The pressed-steel ramps and buffer brackets are bolted to the chassis frame in the conventional way and no welding is employed.

Because of the use of hydraulic control for the hook actuation and a cable control for the hand operation of the semi-trailer brakes, there are no direct

The semi-trailer turntable and landing gear are basically unaltered, and are covered by patent No. 786,529. The semi-trailer gear includes non-collapsible legs as before, but two slight modifications are the use of an edge-type ratchet for the manual hand brake with a trigger-type lever, and a modified king-pin-retaining layout which has provision for shim adjustment to take up wear at the turntable plates.

Standard detachable number-plate and rear-light assemblies, with automatic connection for the rear lights, are employed, as with other articulated units of this type, but stop lamps are also incorporated. These have a separate bayonet socket connection and have to be connected manually.

If a tractor with 24v. lighting were coupled to a semi-trailer which had previously been used with a tractor with 12v. lighting, there would be no risk of



*Smooth and stable braking is given by the Clayton Dewandre equipment used with the Brockhouse coupling, as shown by this picture of the laden outfit halting from 30 m.p.h. on a dusty road. Braking from the same speed with the semi-trailer empty was accomplished without danger.*

mechanical linkages between the cab and the coupling or brake gear. Consequently, little modification is required to a standard tractor cab when the new Brockhouse equipment is installed.

the lights being fused, because both the rear lamps and the stop lamps of the correct voltage would be transferred from the tractor to the semi-trailer when coupling.

### Hendrickson Suspension for Light Six-wheeler

A NEW model from M. G. Rowe (Motors), Duplebois, Ltd., will be displayed on the forecourt of West Brompton station during the Commercial Motor Show, in company with two other Hillmaster vehicles.

Known as the L/M/14, the new vehicle is a 6 x 4 chassis designed for a gross weight of 20 tons. As the unladen weight of the complete vehicle with a light-alloy platform body is under 5½ tons, a payload of 14½ tons is permissible.

The double-drive rear axles are Eaton 18800 single-speed units of 6.68:1 ratio, combined with a lockable third differential of the same make operated from the driver's cab. The axles are carried in a Hendrickson bogie assembly, using rubber cushions as the suspension

medium, with all location members rubber-bushed to reduce maintenance to the minimum.

The six-wheeler has a wheelbase of 18 ft. and is powered by a Meadows 6DC 500 oil engine producing 135 b.h.p. at 2,400 r.p.m., thus continuing a policy of providing a high power-to-weight ratio. A five-speed-and-reverse gearbox with direct-drive top gear is standard, but the chassis may also be supplied with a similar unit giving an overdrive-top ratio of 0.798 to 1.

Brake-drum diameters are 15½ in. on the front axle and 15½ in. at the rear, with 4½-in. and 6-in.-wide facings. Operation is hydraulic with air-pressure help. The chassis shown will have the latest Hillmaster cab.

## Carrimore Build Four-pillow Air-Suspension Bogie

HAVING equipped several small tanker semi-trailers with proprietary trailing-arm air-suspension systems using circular air-pillows, Carrimore Six-Wheelers Ltd., North Finchley, London, N.12, have been sufficiently impressed with the advantages that this type of springing can offer to manufacture their own air-suspended tandem-axle bogie.

Wishing to avoid the use of single air-pillows on each side with a surge tank of the same length acting as the location member for the axles, they have designed their suspension around four 29-in.-long by 8½-in.-wide two-convolution air-pillows supplied by the André Rubber Co., Ltd. The pillows are located between triangular box structures clamped to the axles and plates welded on to the bottom flanges of the main-frame side members. The boxes are a welded fabrication of ½-in. steel plate with the bottom members of ¾-in. section to act as the top clamping plates for the ¾-in. square-section axles.

Those on the forward axle are open at the rear and those on the trailing axle are open at the front, their sides acting as pivot points for leading and trailing radius rods to locate the axles. The bottom clamping plates for each axle are also of ¾-in. material, extended horizontally to form the mounting brackets for four Woodhead-Monroe 6-in.-stroke shock absorbers, which are attached at their upper end to brackets bolted to the frame cross-members.

### Protection for Dampers

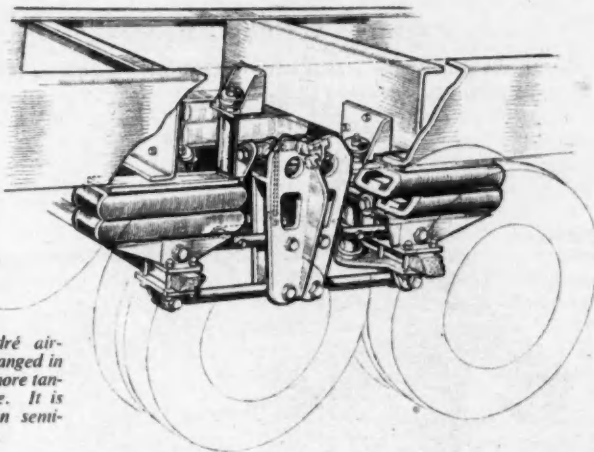
The top and bottom shock-absorber mounting plates have holes drilled in them to take four additional rebound rods (not shown in the drawing) to avoid over-stressing the dampers in the maximum-bounce condition. Each rod extends below the bottom plate, passing through a collapsible rubber bush to allow 3 in. of rebound without producing hammering. Welded flanges on the lower axle clamping plates carry the eyes of further leading and trailing radius arms.

Radius arms on each side of the bogie are parallel to each other and in line in the level condition. They are supported in the centre by a fabricated structure taking the place of the rocker-beam mounting in conventional four-leaf-spring layouts.

These members are bolted to the main chassis side members at the centre line of the axles and are made up of two plates ¾ in. apart, between which the eyes of the radius arms are clamped. They are cut away to reduce weight and braced by a tubular cross-member of 3 in. outside diameter.

Whilst the eight 21-in.-long rubber-bushed radius arms cope with forces arising from braking and acceleration, two Panhard rods are fitted to contain side thrust and roll when cornering.

*How the André air-pillows are arranged in the new Carrimore tandem-axle bogie. It is for a 15-16-ton semi-trailer.*



These are also rubber-bushed to reduce maintenance and run across the chassis at the centre line of each axle. They are suspended from the frame cross-member at one end and attached to the boxes supporting the air-pillows at the other.

The main advantage to be gained from using four air-pillows for the bogie is that a separate surge tank is not required. Free displacement of air through pressure piping takes place between the pillows

reservoir for the brakes. Interposed in the pipeline between the two tanks are Clayton Dewandre non-return and regulator valves fitted with air filters. The regulator valve is set to admit air to the suspension reservoir only when pressure in the brake system has reached 65 p.s.i., thus ensuring that brake operation will not be affected.

Pressure required in the air-pillows to support the load of 13 tons imposed by a laden 15-16-ton semi-trailer is only 46 p.s.i., dropping to 7½ p.s.i. when the semi-trailer is unladen. As is usual, solid-rubber bump stops are incorporated inside the air-pillows to support the load in the event of failure. The frequency of the Carrimore suspension is designed to be in the order of 90 c.p.m., laden or unladen.

### Novel Features

The semi-trailer to which the prototype of the new bogie will be fitted is to be shown at the Commercial Motor Show this month. It has a number of interesting features in addition to the use of air suspension.

For instance, the pressed-steel channel-section frame has a depth of 19 in. at the rear bogie, with 3½-in. flanges, the material used being ¼ in. in section. The outer side members are of light alloy and are extended upwards to form the side rails.

Hubs fitted with tapered roller bearings carry Girling two-leading-shoe brakes with 15½-in.-diameter drums and 5-in.-wide facings operated by air cylinders mounted on the backplates. Ten-stud 22.5-in.-diameter wheels carry 10.00-22.5-in. Dunlop tubeless tyres.

A small but important device incorporated in the semi-trailer is the subject of a recent Carrimore patent application. It is intended to eliminate the danger of uncoupling a semi-trailer fitted with a fifth-wheel coupling before the jockey legs are fully lowered.

A pin protruding through the semi-trailer half of the coupling, in front of the tractor fifth wheel, is operated by a linkage connected to the jockey legs, which withdraws it only when the legs are fully down.

### André Two-convolution Air-pillows on Triangular Box Structures Work with Woodhead-Monroe Dampers

on each side of the bogie as the axles rise or fall relative to one another.

A linkage for operating a height-control and levelling valve on each side of the bogie is taken from the top pairs of radius arms. A metal strip is attached at both ends to a pivot on the centre of each arm and carries a bracket at its centre to transfer movement through a vertical rod to a Hymatic valve bolted inside the flange of the chassis side member.

### Radius Arms Stay in Line

Because of the action of the pillows, the leading and trailing radius arms remain in line during relative axle movement not affecting the levelling-valve linkage.

Only when the total loading on one side of the bogie increases—as occurs during cornering through weight transference or when a load is placed on the trailer—do the arms adopt an angle to each other, thus pushing up the central rod to open the height-control valve and admit more air to the pillows, restoring them to their set height of 6½ in.

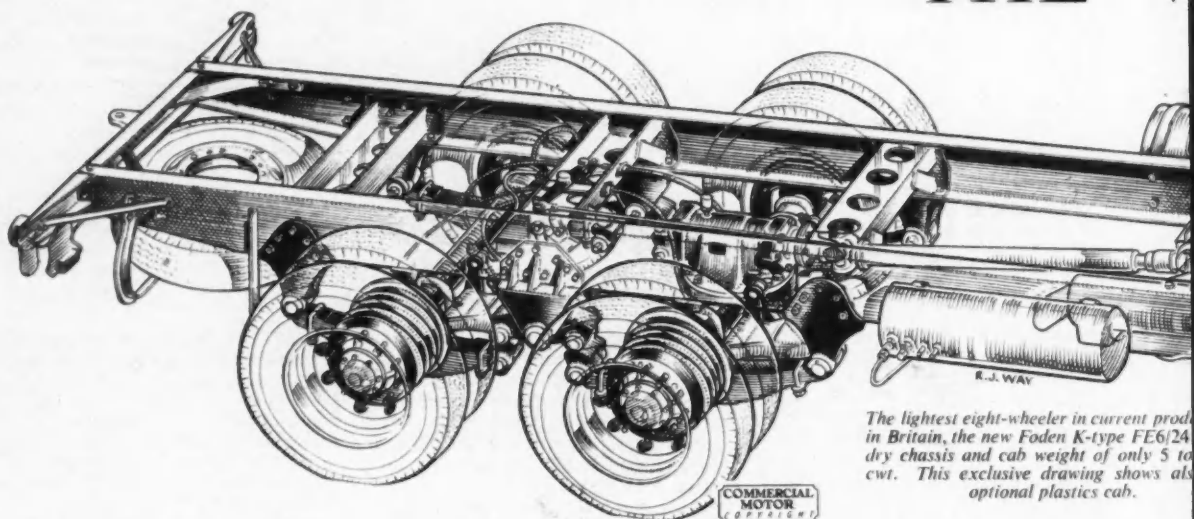
The delay setting for this valve is 12 seconds, bringing the levelling action of the suspension into use only on long bends or on steeply cambered roads.

Air for the suspension is taken from a separate tank fed from the main air



*Latest Addition to Foden Range is the K-type Eight-wheeler, Notable for its Low Chassis Weight: Foden Two-stroke Oil Engines Uprated and New Dumpers Introduced*

# FODEN THE V



*The lightest eight-wheeler in current production in Britain, the new Foden K-type FE6/24 dry chassis and cab weight of only 5 tons cwt. This exclusive drawing shows also optional plastics cab.*

**A** NEW ultra-lightweight eight-wheeler with a four-wheeled prime-mover version, seven new medium-duty four- and six-wheeled dumpers, a new series of heavy-duty four-, six- and eight-wheeled road vehicles with a wide choice of power units, and greatly uprated versions of the Foden four- and six-cylindere two-stroke oil engines are announced today by Fodens, Ltd., Sandbach. Examples of these new projects will be exhibited at the Commercial Motor Show later this month and all are indicative of the thorough development work for which Fodens are noted.

Although similar in general design to the existing F-type eight-wheelers, the new K type is much lighter. The weight of the dry chassis and cab is only 5 tons 12 cwt., which permits a payload of at least 17½ tons to be carried—assuming a 10-cwt. alloy body—without exceeding the British gross legal weight limit of 24 tons. The reason for this is that the F-range is designed to suit the most arduous conditions, including overseas use, where overloads and rough roads are common, so that these models are more robust and heavier than necessary for normal road work.

### Reduced Specification

The standard K-type eight-wheeler is offered with the Foden oil engine, four-speed gearbox and a single-drive bogie. Although its standard specification has been reduced in detail, when compared with the F type, those items which have been cut down are offered as optional extras.

Although the desire to save unnecessary weight has been foremost in the minds of the designers the chassis lacks nothing in robustness and safety, eight-wheel brakes, for example, being standard equipment. Possibly even more important, however, is the uprating of the Foden FD6 Mark III six-cylindere two-stroke supercharged oil engine, which is standard in this chassis, to produce 150 gross b.h.p. at 2,400 r.p.m.

The new FD6 Mark III, and its four-cylindere version the FD4 Mark III, use similar basic parts and have the same cubic capacity as the earlier Mark II but by increasing

the maximum governed speed of the six-cylindere unit by 400 r.p.m. and by altering the fuel-pump settings, the gross output has been raised by 24 b.h.p. (by 16 b.h.p. to 100 b.h.p. in the case of the four-cylindere engine).

The torque peak has risen by 15 lb.-ft. to 365 lb.-ft. in the case of the six-cylindere engine, whilst the output of the four-cylindere unit has gone up from 233 lb.-ft. to 244 lb.-ft. The torque peak occurs at the same speed—1,500 r.p.m.—but because of the higher governed speed, maximum torque is now developed at a proportionately lower speed, taking the speed range as a whole.

Because of the higher speed at which the new engines run the crankcase has been stiffened. The crankshaft has been modified slightly, the main and big-end journals having a larger diameter and the webs being thicker. Copper-lead overlay plated shell bearings are now employed, and improved high-speed scavenging has been achieved by slight modifications to the inlet port and exhaust-valve timings.

The use of copper-lead crankshaft bearings has allowed higher oil temperatures, with subsequent increase in efficiency, and whereas the former engines were employed in conjunction with a separate oil cooler mounted ahead of the main radiator block, this has been dispensed with and a heat exchanger has been incorporated in the cooling system.

A further change is the use of a wax-type thermostat, which has been found to give more positive openings than is possible with the bellows type. Thus the new engines warm up much more quickly and thinner oil—S.A.E. 20 (supplement 1)—has official recommendation. All these changes add up to greater efficiency, with subsequent improvements in specific fuel consumption, in addition to increased power.

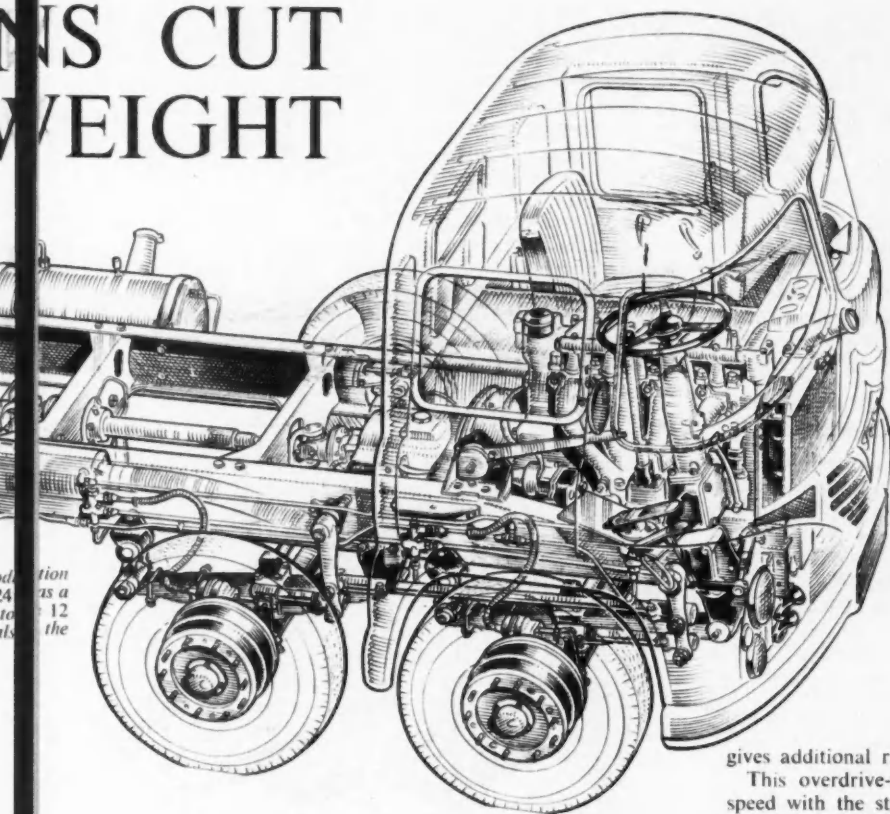
Further detail changes affect the fuel-injection

*The FE6/24 K-type eight-wheeler has a composite cab as standard, this being similar to that used on the other eight-wheelers, but with most of the "luxury" features omitted.*





# NS CUT WEIGHT



equipment. The C.A.V. N-type pump now has pressurized lubrication for the camshaft, oil being taken from the main engine circuit. This has entailed sealing off the camshaft from the plunger, but ensures consistent lubrication with filtered oil. Another slight change is that the fuel filters have been put on the pressure side of the system to lessen the risk of air locking.

Bare weight of the new unit is 1,250 lb., whilst complete with dynamo, starter, oil cooler, fuel and oil filters, fan and compressor it weighs 1,409 lb. These weights are extremely low for a 150 b.h.p. oil engine, but a further saving is made possible by the use of a reasonably small radiator.

The basic radiator employed is unchanged except that it



has been pressurized to 4 p.s.i. Other ancillary-equipment changes include the use of a twin-cylindered water-cooled compressor for the air brakes, which is now mounted integrally on the front of the crankcase on the left, and of a Coopers paper-element air filter. The filter is arranged for mounting in the cab and when it becomes clogged a whistle blows.

In view of the high power-to-weight ratio of this new engine it is not surprising that the lightweight K-type eight-wheeler has been designed around it. As used in the K model the FD6 Mark III carries the normal Foden 15½-in.-diameter clutch and, as standard, is unit-mounted with a four-speed constant-mesh gearbox which has forward ratios of 6.18, 3.03, 1.69 and 1 to 1, and reverse of 5.41 to 1.

Because of the higher speed range and power output of the unit, this basic four-speed box is sufficient to ensure an entirely adequate road performance when running solo. Transmission alternatives are, however, offered, including a super-low auxiliary box which gives a bottom gear of 13.4 to 1, with the further option of an electrically operated overdrive unit which acts on third and fourth gears only and gives additional ratios of 1.29 and 0.78 to 1.

This overdrive-top ratio increases the maximum road speed with the standard 7.5 to 1 rear axle to 49 m.p.h., compared with 38.2 m.p.h. given with the direct-top four-speed box. Lubrication developments in connection with the gearbox have shown that an S.A.E. 90 oil has decidedly beneficial results in reducing churning losses, and this grade of oil is officially recommended in place of the S.A.E. 140 lubricant previously specified.

### Three-point Engine-gearbox Mounting

The normal Foden three-point mounting is used with the engine-gearbox unit. From the gearbox the drive is taken through a two-piece propeller shaft, which has Hardy Spicer needle-roller universal joints to the driving axle, which in the case of the standard chassis is an overhead-worm-drive unit with 8½-in. centres.

Although it is intended that this new chassis should be used principally as a solo machine, in which case a single-drive bogie is fitted, a double-drive bogie with final drives having 8-in. centres is offered. A third differential is not available, as it has been shown to have little beneficial effect in reducing tyre wear.

Weight has been saved on the front end of the chassis by employing lighter axles than those used on the F-model eight-wheelers, the axles used being 4-ton units, as opposed to the 5- to 6-ton axles fitted on the heavier vehicles. The larger axles have an unnecessarily high overload factor for use in Britain.

Similarly, so far as suspension is concerned, it has been possible to use lighter leaf springs at front and rear bogies, as the degree of overload to be expected overseas is not contemplated with the K type. The rear-bogie suspension consists of four springs with balance beams, an arrangement which gives about 7 in. articulation.

Eight-wheel air brakes are standard; 16-in. by 3-in. drums are used at the front, with 16½-in. by 7-in. drums at the rear. All the units are of the leading-and-trailing-

shoe cam-operated type actuated by Bendix Westinghouse diaphragm cylinders. A single-circuit air-pressure system is fitted as standard, although the option of a split-circuit double-safety layout is offered.

A Neate hand brake acts on only the rear bogie drums in the standard model, although a transmission hand brake, as used on the F-types, is available to special order.

The frame on the K-type eight-wheeler is similar in layout to that on the FE and FG models, but  $\frac{1}{4}$ -in. pressings are employed, as opposed to the  $\frac{1}{8}$ -in. material previously used. The side members have 4-in. flanges and a maximum depth of 12 in.

Michelin X 9.00 by 20-in. tyres on B6.50 three-piece wheels with  $5\frac{1}{2}$ -in. offset are normal equipment on the K type. These tyres have been proved by the Foden engineers to offer marked advantages in respect of fuel economy and braking performance.

#### Special Cab Fittings at Option

The standard cab of the K type is basically the composite unit supplied with the F models, but to cut weight and cost, many of the special features of the F range have been omitted, although they are still available as options. Such fittings include mate's seat, second windscreen wiper, heater, demister, front bumper and direction indicators. The driving seat is fully adjustable and upholstered with foam rubber.

As an alternative, a new plastics cab has been developed and, among its other advantages, it is  $1\frac{1}{2}$  cwt. lighter than the standard pattern. It is based on a timber frame and the back, roof and front panels are a one-piece moulding, whilst the doors and additional front bumper also are of plastics. Its shape is distinctive, incorporating a deep two-piece wrap-round windscreen and dual headlights recessed into the front wing mouldings and mounted one above the other.

The K-type eight-wheeler has a wheelbase of 18 ft. 1  $\frac{1}{2}$  in., and is 30-ft. long and 7-ft. 6-in. wide overall. When a front bumper is not fitted a 24-ft. 6-in. body can be mounted, but the addition of the bumper reduces the available body space by 4 in. The standard platform body has an unladen floor height of 3 ft. 4 in., whilst the turning circle is 76 ft.

#### New 24-ton Tractor

Low unladen weight is one of the prime features also of the K-type 24-ton-gross tractor unit, a development of the eight-wheeler. In the tractor, the Gardner 6LW 112 b.h.p. oil engine is offered as an alternative to the Foden 150 b.h.p. unit and the gearbox options are restricted to four- or five-speed units. When the Foden engine is fitted the standard rear axle has a 7.5 to 1 reduction ratio, whilst with the Gardner engine a 6.25 to 1 axle is employed.

The K-type tractor, which has a wheelbase of 8 ft. 3 in., is offered with Michelin X 9.00 by 20-in. tyres, but when it will be used with outfits with a fixed weight distribution, such as tankers, so that there is no fear of overloading individual axles, 8.25 by 20-in. tyres can be fitted. They save some 2  $\frac{1}{2}$  cwt. on the complete outfit.

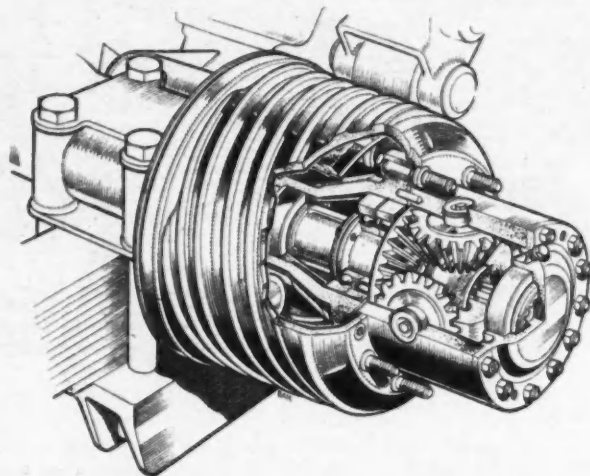
Dry weights of the various versions of the Foden K-type tractors are as follows: 8.25-in. tyres and Foden engine, 3 tons 14  $\frac{1}{2}$  cwt.; 8.25-in. tyres and Gardner engine, 3 tons 18  $\frac{1}{2}$  cwt.; 9.00-in. tyres and Foden engine, 3 tons 15  $\frac{1}{2}$  cwt.; 9.00-in. tyres and Gardner engine, 3 tons 19  $\frac{1}{2}$  cwt.

The Foden range of dumpers now consists of five four-wheelers and seven six-wheelers, of which three four-wheelers and four six-wheelers are new. The existing four-wheeled dumpers, the FED4/16 and FGD5/16, were limited to a gross weight of 16 tons and could carry only c14

7-cu.-yd. bodies. A new rear axle has been designed, however, which will take a 13  $\frac{1}{2}$ -ton load on the ground and this has enabled the three new models to be uprated to 18 tons gross and to be fitted with 8-cu.-yd. bodies. At the same time the front axles have been stiffened up, so that they are now rated at 6  $\frac{1}{2}$  tons.

The three new four-wheeled dumpers are the FED4/18, which is powered by the FD4 Mark III 100 b.h.p. engine; the FGD5/18 with Gardner 5LW 94 b.h.p. engine and the FED6/18 with FD6 Mark III 150 b.h.p. unit. An eight-speed gearbox consisting of a four-speed main gearbox with an integral two-speed auxiliary section giving direct and underdrive ratios is supplied with all these engines.

There is a fixed reduction in the new double-reduction axle, whereas in the lighter axle used in the smaller dumpers the hub reduction can be changed merely by



*A new high-capacity double-reduction rear axle has been developed for the latest heavy-duty dumpers. The secondary 2-to-1 reduction is through bevel gears, the inner gear being fixed and the drive passing from the outer gear, which is splined to the half-shaft, to the four star gears inside the hub.*

rotating the hub end caps. For use in quarries single rear tyres (16.00 by 20-in.) are available, but for working over soft ground twin rear equipment (12.00 by 24 in., 16 ply) is recommended.

When twin rear tyres are fitted the width over the wheels exceeds 8 ft. and such vehicles cannot normally be used on the road. The use of single tyres reduces the gross vehicle rating by a ton. Standard front tyres on all versions are 11.00 by 24 in. (14 ply).

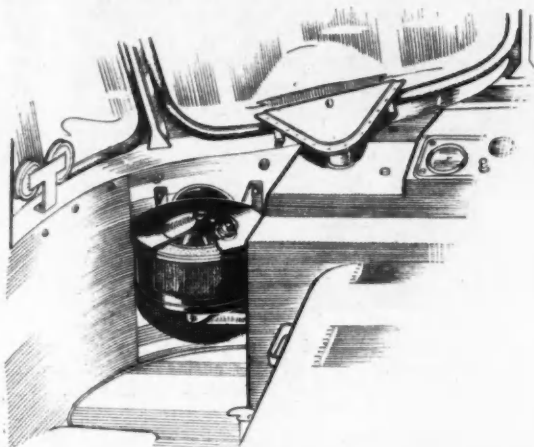
Frames and springs of the new models are heavier than on the 16-ton-gross machines, and a similar process of stiffening up has been applied to the four new six-wheeled dumpers, which are rated for a gross weight of 30 tons with a struck body capacity of 11 cu. yd.

The four new six wheelers are the FED6/30 (FD6 Mark III, 150 b.h.p. engine); the FGD6/30 (Gardner 6LX 150 b.h.p. unit); the FCD6/30 (Cummins HF6-B 180 b.h.p. oil engine); and the FRD6/30 (Rolls-Royce C6NFL 210 b.h.p. oil engine). Because of the higher torque developed by these engines 12-speed gearboxes are used, the auxiliary section giving direct and two underdrive ratios, with a torque input capacity of 550 lb.-ft.

On the FRD6/30 the double-reduction axle is standard, whilst on all the other dumpers, including the four-wheelers, a single-reduction axle can be supplied when the vehicles are for use on hard-bottomed sites only. The six-

wheeled dumpers have four-spring bogies and power steering is optional. All the new six-wheelers weigh approximately 12½ tons, permitting a payload of 17½ tons, whilst the new four-wheelers weigh 7½ tons, giving a payload capacity of 10½ tons.

The new special heavy-duty range of road vehicles has been developed primarily to meet export requirements, although all the chassis are available on the home market.



Cooper paper-element air cleaners are used on current Foden chassis. They are mounted inside the cab, ahead of the passenger seat. These cleaners have whistling relief valves which give audible warning when the elements are clogged and require blowing out.

The standard F-type four-, six and eight-wheelers are affected, and the principal departure from the standard F specifications is that Gardner 6LX, Rolls-Royce C6NFL, Cummins HF6-B 180 b.h.p. or NHB-6 210 b.h.p. oil engines are offered.

Four-wheelers with standard axles are rated for a solo gross weight of 14 tons, or 25 tons gross train weight, but these and the standard F types can be fitted with 6-ton front axles and 12-ton rear axles, which raise the solo weight to 18 tons. The standard gearbox on any of the four-wheelers is either the 12-speed unit or the new five-speed close-ratio box. The former is recommended for heavy duty, but the five-speed box is suitable for trunk services in Great Britain.

Similar specification changes apply to the heavy-duty six-wheelers, which, like the standard F types are rated for 21 tons gross solo, with 33 tons gross train weight. As with the four-wheelers, however, heavy-duty front and rear axles can be fitted, in which case the solo gross weight rating is 30 tons. In the case of the eight-wheelers with the heavy-duty axles the solo weight rating can be increased from the standard 24 tons to 36 tons, the gross train weight being the same in each case—33 tons.

On all these heavy-duty vehicles, double-reduction axles can be fitted. When they are used in a single-drive bogie, gross train weights up to 70 tons are permitted, whilst the double-drive double-reduction bogies allow a gross train weight of 100 tons on special tractors. The ordinary double-drive single-reduction bogie, whilst permitting up to 33 tons gross train weight for normal highway application, is suitable up to 50 tons gross train weight when operating in flat country.

### **Bird's Eye View**

I WONDER whether the manufacturers who are tumbling over one another to produce 12-seat public service vehicles have sounded operators' opinions on them? The major operators are completely hostile to the use of these buses, because they know that they are uneconomic as stage carriages and represent a threat to the private-hire activities of established concerns.

Apparently the makers hope to find a steady market among local authorities for small school buses, but here, again, there is a possibility that licensed operators may lose traffic on which they rely to make ends meet. Whether operators like it or not, however, they will find Earls Court packed with 12-seaters.

### **Legacy of Safety**

IN an intimate little ceremony, eight drivers of the South-Eastern Division of British Road Services last week received from Maj.-Gen. G. N. Russell, chairman of B.R.S., safe-driving awards for periods ranging from 25 to 36 years.

In looking through their records, I noticed such items as "1913—Royal Mail contract driver," and "1922—Bank of England contract driver"—both, of course, with old-established hauliers in pre-nationalization days. B.R.S. have inherited a great legacy from private enterprise.

### **Aerial Artist**

THE helicopter came to the rescue of Mr. Claude Muncaster when he was commissioned by the directors of Hepworth and Grandage, Ltd., to paint a landscape of Bradford and the distant Yorkshire dales. There was no vantage point from which he could secure the view he wanted, so he hovered in a helicopter for an hour while he made rapid sketches in pencil and water colour, and wrote notes.

Then, with the aid of aerial photographs and memory, the laborious process of producing a panorama began. It involved

## **Who Wants Them?**

**By The Hawk**

serious mechanical difficulties, not the least of which was to get near enough to the canvas to paint in the fine detail. But the problems were surmounted and the result is Mr. Muncaster's most important work.

He handed it over last week to Mr. G. Collin Hepworth, joint managing director, and it now hangs in the company's new offices. Both the painting and the offices mark Hepworth and Grandage's golden jubilee.

### **Twin Bereavements**

FEW companies can have been so unfortunate as Lancashire United Transport, Ltd., in losing two chairmen in four months. Mr. H. M. Alderson Smith, whose death was reported last week, had held the position only since May, when he assumed it on the death of Sir Joseph Nall. These sad losses come at a time when L.U.T. and South Lancashire Transport Co., Ltd., are amalgamating and reorganization is in process.

### **Paying Game**

HOP-PICKING began on Monday at the Stilted farm of Whitbread and Co., Ltd., and at Beltring on Wednesday. For the first time no special trains were arranged to convey the 1,500 hop-pickers and their baggage from London to Paddock Wood. Most families now travel in their own cars.

### **Easy Money**

HOP-PICKERS are, however, merely representative of the mass of the public who, according to the Treasury's *Bulletin for Industry*, increased their expenditure on cars and motorcycles by 277 per cent. between 1950 and 1957. This rising trend appears to continue and must be a source of great satisfaction to the Treasury, who have probably taken in tax about half the money spent.

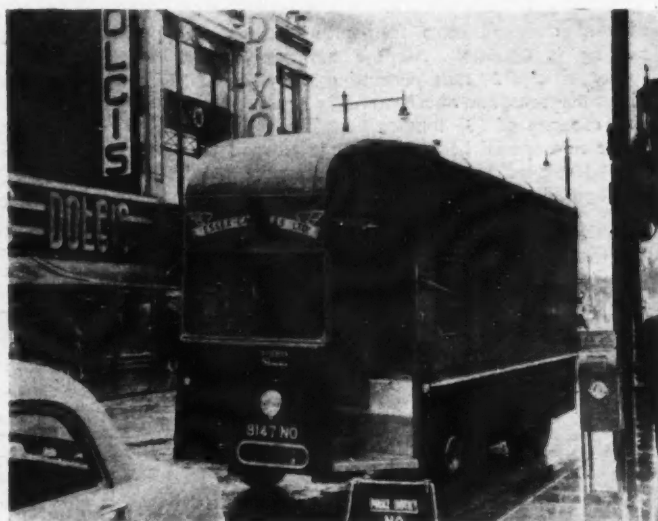


## First Paravan in Service

THE prototype Dennis Paravan, fully described in *The Commercial Motor* on August 8, went into service with Essex Carriers, Ltd., last week. Mr. R. B. Brittain, managing director of the company, instigated the design.

A representative of *The Commercial Motor* was given the opportunity to drive the vehicle and found that, as well as the advantages gained from the angled near-side front door, giving direct access to the body from the cab, the new van possesses excellent riding qualities and is easy to drive.

(Right) Excellent visibility is given through a deep windscreen and the side windows behind the driver. Entrance is possible from the front or side. (Below) A flat floor to the unobstructed cab allows the driver to dispense with the off-side door during loading and unloading.



Although the semi-elliptic springs are not restrained by shock absorbers, travel unladen was extremely steady. To test this a canister of scouring powder was placed on a packing case over the rear axle on the centre line of the vehicle. A run of 16 miles into Southend and back failed to dislodge it. Only the descent of a steep hill with an undulating surface shifted it from its marked position.

Placing the Perkins P.4(V) engine level with the driver inside the cab might be thought to create excessive noise, but this is not so. Indeed, the volume of noise in the cab was much less than in some forward-control vehicles with a similar engine conventionally situated. As there is no soundproofing under the engine covers, the silence is assumed to be due to the remote location of the fan, which can, in normal application, act as a sound-amplifying baffle.

All controls are light and the gear and hand-brake levers are conveniently placed. Good weight distribution shows up in the lightness of the steering, which requires little effort in slow manoeuvring, whilst remaining sensitive at high speeds.

c16

Curtailment of the windscreen to accommodate the angled door makes one think, on first sitting in the driver's seat, that judging the width of the vehicle will

be difficult. This was not so in practice, a trial stop ending with the near-side wheels 3 in. from the kerb and in line with it.

## New Bedford-Walter 12-seat Bus

IN the past few years more than 30,000 conversions of the Bedford 10-12-cwt. 90-in.-wheelbase van have come off the production lines of Martin Walter, Ltd., 145-147 Sandgate Road, Folkestone. Today, the company announce a public-service vehicle based on the same chassis. It is marketed free from tax at £725.

Designated the Utilabus P.S.V., the new model is equipped as standard with the heavy-duty springs and tyres to carry weights up to 15 cwt. that are Bedford optional extras. The power unit is the Vauxhall Victor petrol engine of 1,507 c.c., which, in car form, with 6.8-to-1 compression ratio develops 54.8 b.h.p. at 4,200 r.p.m.

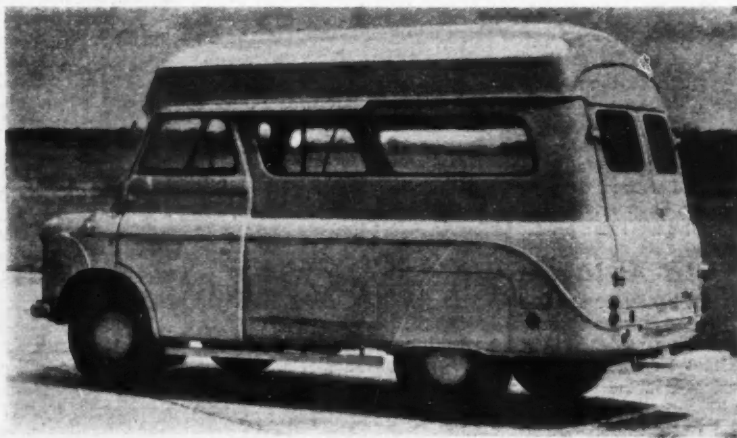
An elevated roof line gives an interior height of 5 ft. 0½ in. The roof panel is moulded in translucent reinforced Fibre-

glass incorporating two extractor ventilators.

In the Martin Walter design, the driver and one passenger travel in normal car-type separate seats. Behind them, 10 more adults can be carried on longitudinal bench seats with special spring cases with foam-rubber overlays, trimmed in p.v.c. cloth.

Interior panelling above the waist line is also finished in washable p.v.c. material. Padded armrests are provided between the plastic-covered handrails at the rear entrance and the body sides. Ample accommodation for parcels and small suitcases exists beneath the seats.

Overall dimensions of the bus are: Exterior height, 7 ft. 2½ in. (unladen); width, 5 ft. 10½ in.; length, 13 ft. 7 in. The kerb weight is 23 cwt.



The new Utilabus P.S.V., based on the Bedford 10-12-cwt. chassis.



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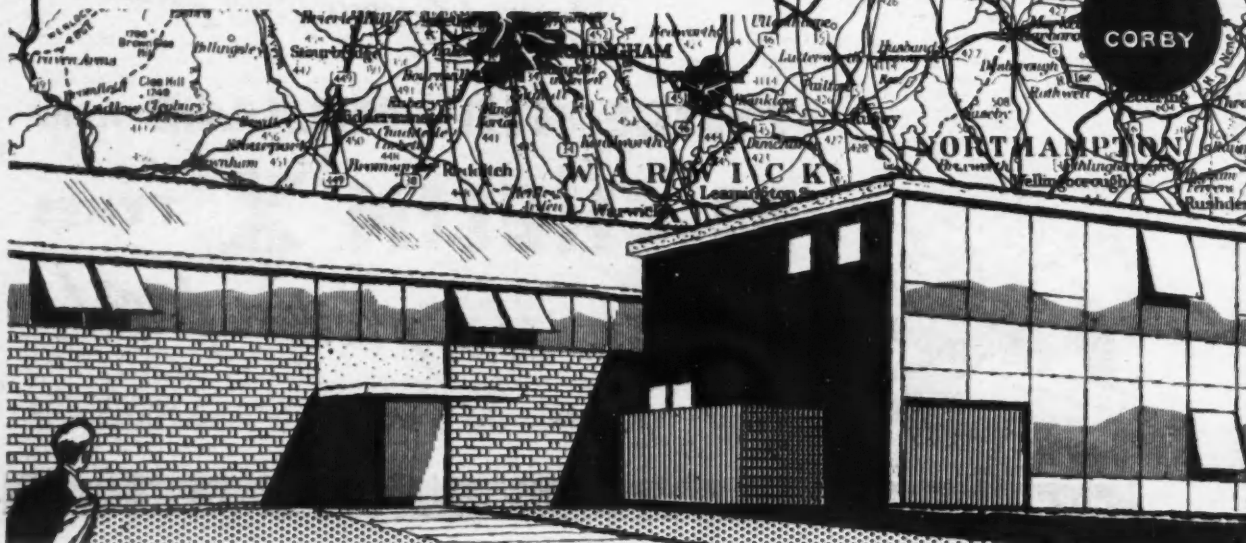
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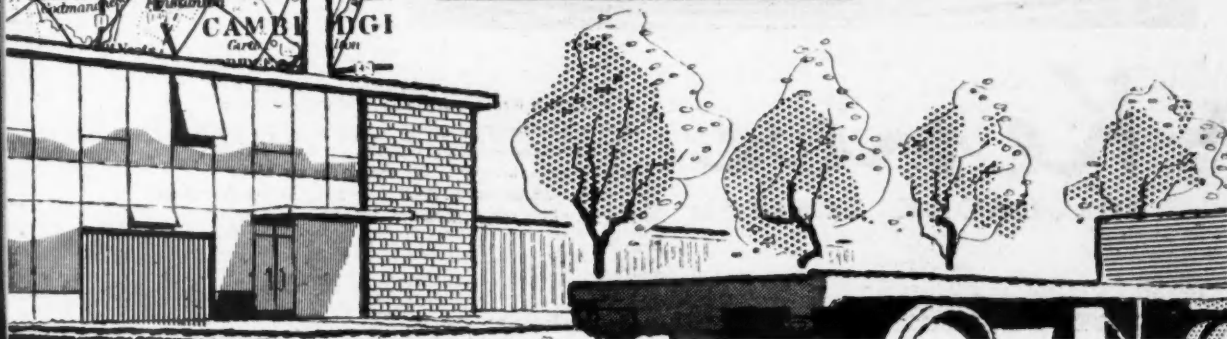
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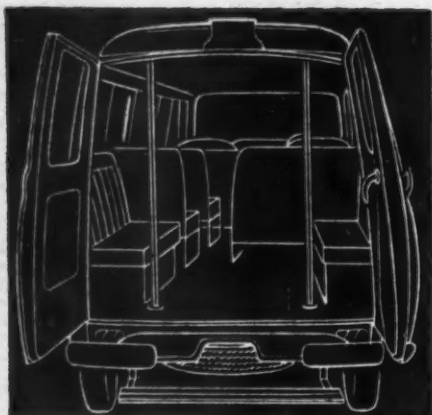
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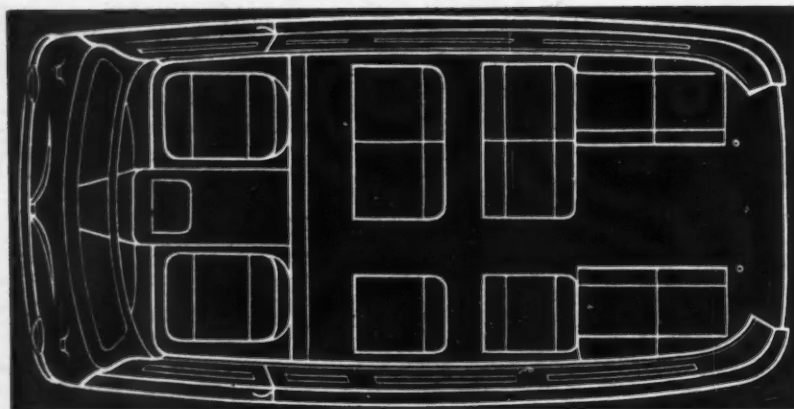
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## New Equipment and Publications

### Steering Servo

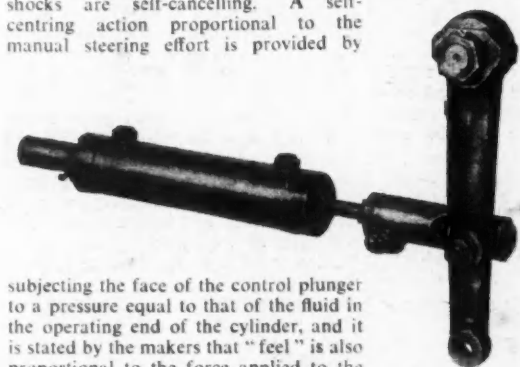
OFFERED as an alternative to the Marles integral power-assisted steering unit, a linkage-type servo has been developed by the Adamant Engineering Co., Ltd., Dallow Road, Luton, for use on vehicles providing insufficient space for the standard unit. It comprises a double-acting hydraulic cylinder, the piston rod of which is anchored to a lug on the chassis.

The cylinder and valve unit move with the steering arm, the drag link from the drop arm being connected to the valve lever at the end of the cylinder. This directs the fluid to the appropriate side of the operative piston to provide servo action.

Each of the two valves in the unit is controlled by a light and a heavy spring, and the tensions of these springs are so balanced that kicks resulting from road shocks are self-cancelling. A self-centring action proportional to the manual steering effort is provided by

(Right) The Hirst 2,000-lb. stillage truck replaces a 10-cwt. model and is of the stand-on battery-electric type.

(Left) This picture shows how the Marles steering servo operates on the drop arm. Self-centring action proportional to manual steering effort is provided



subjecting the face of the control plunger to a pressure equal to that of the fluid in the operating end of the cylinder, and it is stated by the makers that "feel" is also proportional to the force applied to the steering wheel.

This is a function of the equilibrium existing between the self-centring force, combined with the force exerted by the heavier spring, and the drag-link force.

Because the valves are preloaded, a light steering effort does not actuate the mechanism and the vehicle is under direct control during normal running. In the event of hydraulic failure, full manual control is automatically restored. The unit is employed in conjunction with an engine-driven pump, a flow control valve and combined reservoir and filter.

#### S.M.M.T. Standards

NEW standards covering braking systems of articulated vehicles, fuel-injection equipment and semaphore-type direction indicators have been issued by the Society of Motor Manufacturers and Traders. The demarcation of work in the construction of trolleybuses between electrical-equipment manufacturers, chassis manufacturers and bodybuilders has been revised, and a standard method of measuring forward driving vision from a vehicle has been set out.

#### No Bellows

PIPE couplings capable of accommodating tube misalignment up to  $\frac{1}{8}$  in., tube separation up to  $\frac{1}{4}$  in. and allowing  $\pm 4^\circ$  tube flexure have been produced by Aero Controls, Ltd., Weedon Road, Northampton. They are stated to eliminate the necessity of metal

bellows in pipe runs, and as they can be installed after tubes are in place the structural apertures need be no larger than the standard bead on the tube. An axial movement of 0.35 in. is permissible.

Little more than hand tightening is required to achieve pressure tightness over a large temperature range.

Known as Acflex pipe couplings, they incorporate features employed in aircraft practice. A full range of couplings is available for tubes with outside diameters of  $\frac{1}{2}$  in. to 3 in. with  $\frac{1}{4}$ -in. increments, and of  $3\frac{1}{2}$  in., 4 in. and 5 in. Another range for tubes of  $\frac{1}{2}$ - $\frac{3}{4}$  in. outside diameter is also offered.

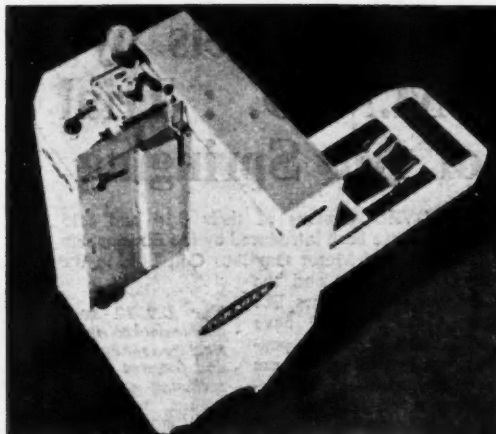
#### Applying Caulking

TWO guns for applying caulking and an anti-vibration medium for application to metal panels are offered by Expandite, Ltd., Chase Road, London, N.W.10. One of the guns is hand-operated whilst the other works off a compressed-air supply. A third type is a simplified tool for small garages.

Known as Aquaplas, the sound-deadening and thermal-insulation medium is claimed to stiffen the panels to which it is applied. It may be painted over, and is available in  $\frac{1}{2}$ -cwt. and 1-cwt. drums.

#### Stillage Truck

REPLACING a model with a capacity of 10 cwt., a 2,000-lb. stillage truck has been introduced by A. Hirst and Son, Ltd., Meadow Lane, Dewsbury. It is of the stand-on battery-electric type, and measures 2 ft. 6 in. wide by 5 ft. long with a 3-ft. stillage frame. Capable of turning in its own length, the truck has a rear wheel with a 180-degree lock.



The control offers three forward and three reverse speeds up to a maximum of 4 m.p.h. The brake acts on the transmission, and the rear wheel is chain-driven. Raising of the frame is by a separate pump motor unit.

#### Swedish Lamps

SWEDISH-MADE Johnson auxiliary lamps are now being sold in this country, and certain countries overseas, by Aviamotive Services, Ltd., Accommodation Road, Hodford Road, London, N.W.11. Types available include a driving lamp and a fog lamp, each at



The Johnson Spotfinder.

£3 19s. 6d. plus bracket at 12s. 6d., a reversing lamp at £3 10s. plus 10s. for the bracket, and the Spotfinder.

This unit projects a pencil beam and may be swivelled by hand. Of likely application to ambulances it costs £7 19s. with a 4-in. lens or £8 19s. with a  $5\frac{1}{4}$ -in. lens.

#### Valuable Directory

THE latest edition of "Farm Mechanization Directory" (Temple Press Limited, £1 10s., plus 1s. 6d. by post), although primarily intended for the progressive farmer, is of further value to haulage operators in country areas as it lists and describes all the modern pieces of equipment with which they are likely to deal. As, also, many mechanical-handling appliances are based on tractors, the summarized test reports on current models in the Directory will be of wider value.

Similarly, various types of auxiliary engine and conveyor-type loader are described, and there is a buyers' guide with references ranging from post-hole diggers to refrigerators.

## New Models by B.M.M.O. : Trial of Air Springing

**I**MPROVED versions of their S.14 and S.15 models have been introduced by the Birmingham and Midland Motor Omnibus Co., Ltd., in the D.9 double-decker and the C.5 coach. These types, like their predecessors, have variable-rate rubber suspension, but two S.14 buses are to be equipped with air suspension for tests. The first of these is expected to be ready for service trials within the next few weeks.

The D.9 is a 72-seater, 30 ft. long and 8 ft. wide. Of integral design, it is of steel construction except for exterior panelling and light-alloy stress panels. The rubber suspension system features independent springing for the front

*The D.9 72-seat double-decker is of steel construction and features rubber springing and disc brakes, with two-pedal control to reduce driver fatigue.*

flow servo. The transmission hand brake is of the disc type with cable-operated twin bisector units. The engine is a 10.5-litre unit of B.M.M.O. design and construction. Bore and stroke measurements of the six cylinders are 4.88 in. and

5.709 in. respectively. The fuel-consumption rate is stated to be 0.358 pt. per b.h.p.-hr. at maximum torque output.

The C.A.V. pump has 9-mm. elements and there is a two-speed governor and diaphragm-type lift pump. The clutch is a combined fluid and centrifugally operated friction device cutting out at below 800 r.p.m. The self-changing gearbox is semi-automatic and electro-hydraulically operated by means of a manual lever. Ratios are: 4.28 to 1; 2.43 to 1; 1.59 to 1 and direct. Reverse is 5.97 to 1. The fully floating worm axle has a ratio of 5.2 to 1. The transmission system affords two-pedal control to reduce driver fatigue.

Having a completely new style, the body gives good forward vision for the driver and engine accessibility. Power-operated doors are fitted to the rear entrance, these are of the double jack-knife pattern. Extensive use has been made of Formica and Darvic material for the interior finishing to eliminate repainting. A pleasing appearance has been achieved by the adoption of a colour scheme in peony and white.

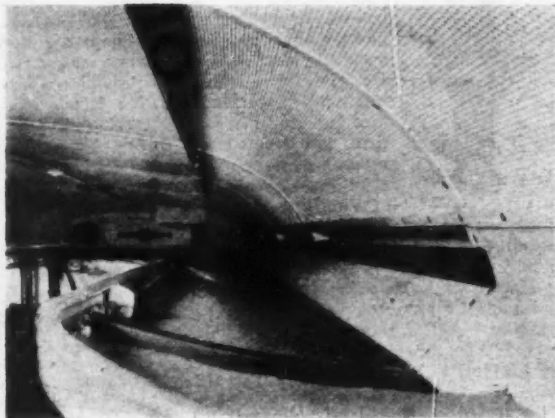
Seating capacity has been limited to 72 but can be increased if required. Squabs have been trimmed to give the impression of individual seats. Seat frames are of Accles and Pollock manufacture and the plastics-foam cushions rest on glass-fibre-reinforced resin bases. The 32 seats in the lower saloon are trimmed in moquette and the 40 on the upper deck in Vynide.

There are individual heaters in each saloon, and 20 twin sliding lights are fitted to the main windows. Auster louvre lights serve to ventilate upper and lower saloons. The wheelbase of the vehicle is 17 ft. 1½ in., with a front overhang of

*Lantern-type windscreen panels lend a distinctive touch to the smart appearance of the C.5 coach, a 37-seater with an 8-litre engine. The roof is a one-piece plastics moulding. Other notable features apparent from this view are the bumpers extending to the wheel arches, and the window in the side door to give the driver a sight of the kerb.*



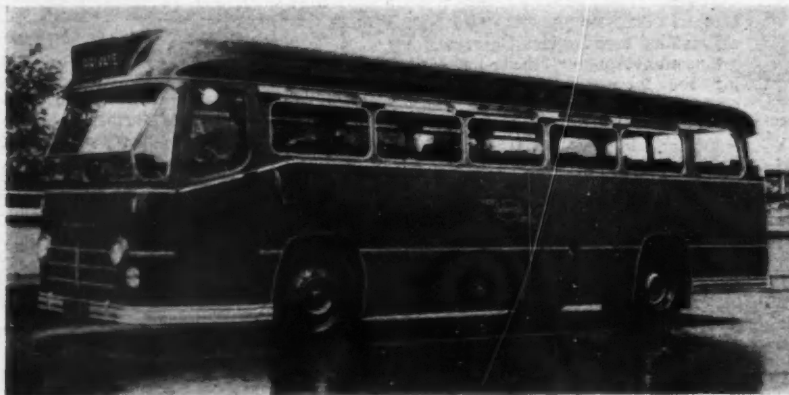
*Ventilation of the C.5 coach allows air to be directed over the ceiling surface above the luggage rack, an arrangement which eliminates draughts. There is glass-fibre insulation in the roof acting as a thermal and acoustic insulant, whilst the ceiling panel is made of perforated metal. Thirty-seven luxury seats are fitted.*



wheels. Stability combined with good riding qualities was carefully considered in the design, and an indication of the success achieved is that the vehicle has been tilted to over 30 degrees.

Hydraulically operated disc brakes are fitted to all wheels and have continuous-

*Advanced Features Incorporated in Improved Versions of Vehicles Already in the Forefront of Current Design*



4 ft. 4½ in. and a rear overhang of 8 ft. 3½ in.

Extensive use has been made of plastics in the C.5 coach, the roof being a one-piece moulding. To improve the driver's visibility and to avoid reflections from the interior lights, a lantern-type wind-screen has been specifically designed. A hinged door is placed in front of the leading axle, and the emergency door is in the rear off-side bay.

Below the emergency exit is a recessed folding step. Luggage accommodation is provided by a rear boot with a single door hinged at the top and spring-balanced. Front and rear wrap-round bumpers which extend to the wheel arches are noteworthy features of the exterior, the colour scheme of which is the company's red and black.

The 37 seats have individually adjustable headrests and are trimmed in Linton Malton moquette with red Vynide

borders. A nylon-rayon mixture material has been used for backs of the seats and the interior lining panels. Ventilation is by means of two bulkhead ventilators in conjunction with hopper-type ventilators in the side windows.

Formation of the ventilators is interesting in that the air is directed from the side over the surface of the ceiling above the luggage rack. In particularly hot weather, the air can be made to flow under the luggage rack, as in normal practice. Result obtained by this arrangement is the elimination of draughts. Two Clayton Dewandre recirculatory heaters are installed, with demister outlets for the windscreen.

A refinement to enhance passenger comfort is the use of glass-fibre material between the roof skins. This serves to reduce the interior noise level and as a thermal insulator.

It is planned to produce 65 of these

vehicles. The engine is a horizontal six-cylindered unit with a capacity of eight litres, bore and stroke measurements being 4.45 in. and 5.25 in. respectively, smaller than those of the engine of the D.9. Fuel consumption is 0.35 pt. per b.h.p.-hr. at maximum torque output. Drive is transmitted through a single-dry-plate clutch with a diameter of 15½ in. to a D.B.4 constant-mesh gearbox with ratios of 4.55 to 1, 2.75 to 1, 1.617 to 1 and direct, reverse being 5.88 to 1. The rear axle is of the fully floating type with hypoid gears and a ratio of 4.78 to 1.

The disc-brake system is of similar description to that of the D.9, and there is likewise a transmission handbrake. Rubber suspension with independent front springing is a further common feature. The vehicle is 30 ft. long and 8 ft. wide, and the wheelbase measures 16 ft. 4 in. Overhang at the front is 5 ft. 11 in. and at the rear 7 ft. 6½ in.

## New A.E.C. 10-cu.-yd. Dumper

Edbro-B. and E. 15DN Mark III tipping gear with a 12-cylindered swashplate pump gives a 70° tip in 12-14 seconds. The triple-extension slant rams are fitted in a sub-frame, and the last two stages are double acting to provide power return for the body. The tip control gives four positions:

lift, hold, float and power lowering.

*Known as the Dumptruk, the A.E.C. six-wheeler has many features as standard which were previously listed as extras. Bodies can be supplied for different needs.*

Bodies can be supplied to suit various applications, but the general-purpose body is fabricated from ½-in.-thick plates with a 2-in.-thick hardwood sandwich floor, and has a capacity of 10 cu. yd. A 20°-scow rear end is provided and a canopy extends

to cover the complete length of the cab. Alternative widths of 7 ft. 10 in. and 8 ft. 4 in. are available to suit on- or off-the-road operation.

A rock body of ¾-in.-thick plate and 8-cu.-yd. struck capacity is also available, whilst for the bulk transport of coal an 18-cu.-yd. body in ½-in.-thick plate can be supplied. In this case the sandwich floor is 1 in. thick, a tail door replaces the scow end, and a short cab-protection canopy is provided. With any version a detachable hydraulically controlled scraper blade is available as extra equipment.

The operating weight of the complete vehicle varies from 10 tons 6 cwt. with the coal-carrying body to 11 tons 1 cwt. with the rock body, and the maximum permissible gross weight off the road is 24 tons.

In future, the Dumptruk will be distributed throughout the United Kingdom only by Scottish Land Development Corporation, 65 Bath Street, Glasgow; R. Cripps and Co., Ltd., Abbey Bridge, Lenton, Notts; and Saville (Tractors), Ltd., Harvester House, Stratford-on-Avon, Warwicks.

c23



A MODIFIED version of the A.E.C. Mammoth Major 6 six-wheeled dumper has been introduced by A.E.C., Ltd., Southall, and it is known as the Dumptruk. The improvements incorporated are the result of operating experience with the original dumper, and new arrangements have been made for its franchise.

The Dumptruk is offered with one standard specification only, apart from alternative bodies. Many features previously supplied at extra cost are now included in the standard specification.

The vehicle is powered by the A.E.C. 11.3-litre oil engine, which develops 150 b.h.p. at 1,800 r.p.m. The unit is basically standard and has dual paper-element fuel filters and an easily accessible large-capacity A.C. Delco oil-bath air cleaner.

A new all-constant-mesh gearbox, specially developed for dumper work, incorporates robust first, second and reverse gear trains suitable for continuous operation in these ratios. A top power take-off is fitted for the tipping-ram pump drive.

The front axle is an I-section forging with 2½-in.-diameter high-tensile stub axles, and A.E.C. worm-and-nut steering

with hydraulic servo is standard. Double-reduction spiral-bevel and double-helical rear axles are employed; a third differential is not fitted, so that traction is not lost on difficult surfaces. The fully articulated rear suspension consists of two inverted semi-elliptic springs.

The chassis frame has pressed-steel side members, ½ in. thick and 12½ in. deep, the flanges being 3½ in. wide. The frame is reinforced over the rear bogie and additional strength is provided by the tipping-gear sub-frame. A heavy-duty front bumper incorporates radiator, headlamp and sump guards, and front and rear towing attachments are standard.

An all-steel one-man half-cab of simple construction facilitates repair, whilst good all-round visibility and driving comfort have received careful consideration. Heating and demisting equipment is standard. The complete vehicle is finished in orange gloss paint.

The Dumptruk normally has Dunlop Powergrip 15.00—20-in. (12-ply) single rear tyres and Dunlop Roadtrak Major 11.00—22-in. (14-ply) front tyres. Dunlop Roadtrak Major 10.00—20-in. (14-ply) single front and twin rear tyres can be supplied if required.



**Political Commentary****By JANUS**

# Two Strands

**O**NE significant feature that may be detected in the appointment of advertising agents by the Road Haulage Association for their forthcoming campaign is the evident separation between advertising and what it is now customary to call public relations. Both methods of persuasion will be used, but as far as one can gather for different purposes. The separation corresponds roughly to that between the two lines of approach that have been visible ever since there was talk of a campaign.

Hauliers have previously shown little enthusiasm for generalized advertising on their behalf, whether it is designed to get them more traffic or to enhance their prestige. They have seen more point in it since the Labour Party started to publish booklets on the subject of the control and ownership of industry. The recommendations they put forward have been in extremely vague terms, and therefore almost without value as expressions of policy.

**Staunch Retainers**

There is good reason for this. The Socialists know that they must make the right nationalization noises to please their staunch retainers, but that they would offend a far greater proportion of the electorate if the noises made sense. The one exception has been in the case of the renationalization of long-distance road haulage and of iron and steel. The brief and definite insistence on this point has shown up all the more clearly against the dim background of platitudes and ambiguities.

The first reaction of hauliers to any political threat is to talk about publicity and advertising. Another development was having a similar effect. Moving in the same direction as the Socialist propaganda, although independent of it, was the fairly heavy expenditure by the British Transport Commission, and more notably by British Road Services, on selling themselves to the public. The tendency is to spend more rather than less, although the size of the fleet has shrunk. In 1952, the year before disposal began, B.R.S. spent £65,494 on publicity. Last year, in spite of the fact that they had sold back to free enterprise more than half their vehicles, the expenditure had mounted to £162,061.

Hauliers saw that it would not be wise to ignore the double challenge from the Labour Party and from B.R.S. Advertising by State-owned road transport might be no more than a business manoeuvre, but if as a subsidiary effect there were a shift of public opinion in favour of B.R.S., the political danger to hauliers would increase, and the task that the Socialists have grimly set themselves would be a little less unpopular.

**Inconvenient Adherence**

The public, in so far as they care at all, have a highly favourable image of free-enterprise road haulage. This image has to be kept untarnished by positive means, that is to say by reinforcing it with suitable publicity rather than by blackening the name of B.R.S. At the same time, the attempt must at least be made to divert the Labour Party from their obstinate and inconvenient adherence to a dogmatism that sees transport only in terms of a monopoly.

It now seems as if the hauliers have made up their minds on how they wish to conduct a campaign directed towards the achievement of both their aims. They are collecting among themselves a fund that they hope will realize £100,000. Most of this, perhaps 80 or 90 per cent., will be spent through the newly appointed agents on buying

space in the Press, and on the other usual supplementary forms of advertising, such as films, exhibitions, leaflets and posters. Television advertising, which some hauliers would like to see used, may have to be excluded from the programme. It is costly; and however delicately the subject is handled, there would be difficulty in separating the commercial and political strands sufficiently to satisfy the television authority that they are not transgressing their charter.

**Political Objective**

The difficulty is inherent in the theme rather than in its expression through the actual advertisements. The campaign as conducted by the agents is unlikely to have primarily a political objective. Any political flavour that it may have will lie in the palate of the reader. The use of such words as "free enterprise," however neutral in intent, is bound to stir his political senses, favourably or otherwise; just as, however expertly the cook may mix and disguise his ingredients, our taste buds tell us in a moment if he has been using garlic.

It is something of a paradox that the demand for a publicity campaign, and the willingness of hauliers to make contributions for the purpose, although undoubtedly motivated by a political threat, appears to have had, as its first result, an advertising scheme to market their services. However, there is little doubt that the policy is the right one.

People normally look to advertisements to help them choose the best products or services, and not to help them form or change their political opinions. The exception is at the time of a General Election, or when a controversial piece of legislation is actually in preparation or on its way through Parliament. At the present time, the use of advertising space to carry anti-nationalization slogans is not likely to be effective. It will be looked at favourably by people who already believe what it says. The remainder will be hardened in the contrary opinion.

**Says a Few Words**

The second strand in the campaign will come into use roughly where the first leaves off. Public relations are not like Press advertising, which can be turned on and off at will. They are happening all the time: whenever a haulier writes a letter to his local paper, or puts up for the local council, or says a few words at a meeting of his chamber of commerce, or enters his men for the Lorry Driver of the Year competition; or even when he paints one of his vehicles.

It is this kind of activity that, in the aggregate, influences public opinion. If the next General Election brings back a Socialist government, they will undoubtedly take office with the intention of doing something about renationalization. What action they will take in the end may vary between a reversion to the position before the passing of the Transport Act, 1953—plus some restriction on the C-licence holder—and a comparatively mild amendment in the law so as to permit an increase in the power of B.R.S. to expand.

The public relations side of the hauliers' campaign must to some extent help to determine what point will be chosen between these two extremes. The advertising side will also play its part. The two strands will be all the stronger for being woven into one rope.



# A.E.C.

## -vital link in the marketing chain



*Out from the Firestone factory near London with tyres for distant depots; back with fabric from the mills—one of two long-run 'Mammoth Majors'.*

All over Britain A.E.C.'s maintain that vital link in the marketing chain — distribution. Their unfailing reliability, their power and their capacity ensure the smooth moving of goods from factory to consumer.

Supreme among the 'heavies', the 'Mammoth Major' 6-8 wheeler is a glutton for work—trusted by driver and operator alike on long away-from-home runs.

Particularly adaptable in design, the A.E.C. 'Mammoth Major' meets exactly the most varied body requirements and carries either divisible or bulk loads with outstanding day-to-day economy.

- A.E.C. 125 b.h.p. or 150 b.h.p. 6-cyl. diesel engine.
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- Five-speed constant-mesh gearbox.
- Three alternative types of final drive.
- Four-spring rear suspension or articulated two-spring rear bogie.
- Compressed air brakes.
- Optional extras: power-assisted steering; 6-speed overdrive gearbox; power take-off; electrically-operated exhaust brake.



CV 456

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**REGENT TRUNK-WAY**  
Modern flat tread gives extra road holding, non-slip and braking power. A choice with long-distance operators.

**REGENT BI-WAY**  
Where the going's heavier, Bi-Way. Thick deep rugged tread gives more grip, better handling, better second-ry and extra road performance.

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THE REGENT TYRE & RUBBER CO., LTD.

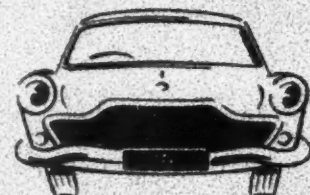
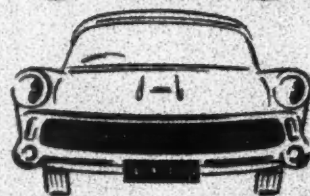
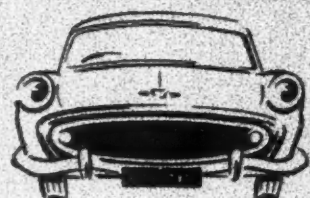
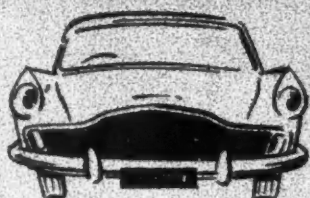
### FACTORIES

LONDON: Commercial Road, N.18.  
Edmonton 5422  
MANCHESTER: Clifford Street, Patricroft.  
Eccles 3435  
BRISTOL: 293 North Street, Bedminster 3.  
Bristol 61101  
GLASGOW: 14/20 Stromness Street, C.S.  
South 2979

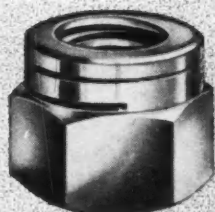
### DEPOTS

LEEDS: 12/14 Regent Street. Leeds 33471  
NEWCASTLE-ON-TYNE: Millers Road.  
Newcastle 659041  
BOURNEMOUTH: Queens Road, Parkstone.  
Parkstone 5203-4  
LIVERPOOL: 17 Seel Street. Royal 1947  
WEST BROMWICH: Spon Lane.  
West Bromwich 1022  
DUNDEE: Lower Pleasance. Dundee 2125  
EXETER: 5 Marsh Green Road, Marsh Barton.  
Exeter 77039  
LINCOLN: Sunningdale Trading Estate,  
Sunningdale Drive, 44. Lincoln 21254



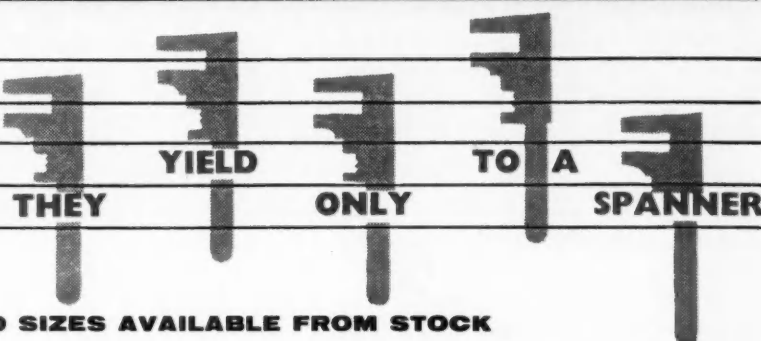
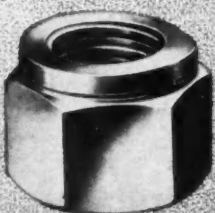


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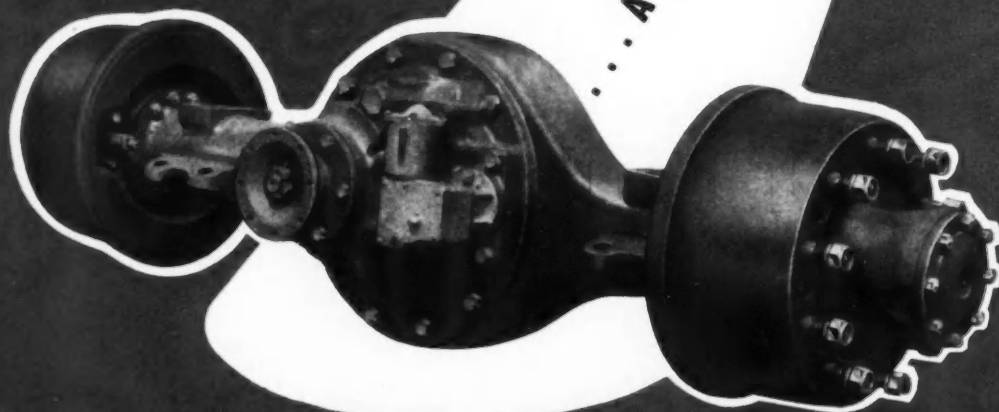
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**... A GEAR FOR EVERY LOAD AND ROAD**



**Buy from British Vehicle  
Manufacturers who fit the  
EATON 2-SPEED AXLE**

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**VICTORIA ROAD, GREAT SANKEY, WARRINGTON, ENGLAND**

In association with

EATON MANUFACTURING COMPANY, CLEVELAND, OHIO, U.S.A. E.N.V. ENGINEERING CO. LTD. LONDON N.W.10. RUBY OWEN & CO. LTD. DARLSTON



**T**IME is always an important and expensive factor in commercial-vehicle costing and particularly so when related to the collection and delivery of parcels. In medium or long-distance work a fair estimation can usually be made of the majority of jobs for which a quotation is required, given reasonable terminal facilities. With no previous experience in parcels traffic, however, it would be almost impossible for an operator entering this field to formulate an estimated cost per package, varying according to mileage or mileage zones and weight.

This is because so much depends on the time taken to effect each delivery—usually manually—from the stationary vehicle to the premises of the consignee. In these circumstances it is often necessary for an operator to adopt existing schedules of rates applying in his area until he has sufficient cost data based on his own operational experience to make readjustments.

Although in later years it may become less difficult for him to arrive at scales of charges, the high proportion of standing time remains an expensive item of overall costs. It is for this reason that much thought has been devoted recently to the design of more efficient parcel-delivery vehicles in keeping with both the modern congested traffic conditions and the high cost of labour.

Whilst there is a wide range of parcel vans of varying carrying capacities, two types are particularly popular—the 3-tonners and 5-tonners. The 3-tonner has a capacity in the region of 500 cu. ft., and the 5-tonner, 700-800 cu. ft. Body size is determined largely by the time taken to effect delivery, rather than by the gross weight which the chassis can carry. Moreover, where traffic susceptible to damage is carried, the available space may become as important as the cubic dimensions of the body.

With the increasing difficulties—both physical and legal—of parking vehicles in city streets, manoeuvrability becomes proportionately more important. Although not literally standing time, any effort made to obtain an alternative parking position because of the limited manoeuvrability of a van involves dead mileage for which no revenue is received. Similarly, good cab access could reduce the necessity of using the rear shutter or doors. When 100 or more collections or deliveries are involved in a day's work, this could have marked effect on the overall time taken to complete it.

This week I will examine the effect of improvements in design on the cost of operation of the vehicle. For this comparison, a 3-ton oil-engined chassis will be used in all three examples.

#### Costs for 500-cu.-ft. Van

In the first instance it will be assumed to have a standard van body of around 500 cu. ft. and costing £1,400, with an unladen weight in the 2½-3-ton category. The annual cost of the licence will be £32 10s., or 13s. per week. Wages based on R.H.(64) grade 1 for vehicles up to 5 tons will amount to £8 19s. after allowance has been made for insurance contributions and holidays with pay. Rent and rates are assessed at 10s. 6d. A comprehensive insurance policy in a medium-risk area for an A-licence operator would cost approximately £77 a year or £1 10s. 10d. per week. Interest at 3 per cent. adds a further 16s. 9d., making the total standing cost for the week £12 10s. 1d. Assuming a 44-hour week, this would amount to 5s. 8½d. per hour.

Because of probable congested operating conditions, fuel consumption would be heavier than usual for this class of vehicle. Based on 18 m.p.g. at 3s. 10d. per gal., fuel costs would be 2.56d. per mile, whilst lubricants would add a further 0.23d. With the cost of a set of tyres at around £120, tyre cost per mile would be 0.96d., assuming a life of 30,000 miles. Maintenance is reckoned at 2.29d. per mile, having made some allowance for body repairs.

To ascertain the cost of depreciation, the price of a set of

tyres is deducted from the initial cost of £1,400, leaving a balance of £1,280. It will be assumed that the vehicle operates 300 miles per week, or 15,000 miles a year, and that it is replaced after five years. If it is finally disposed of for 12½ per cent. of the initial cost, depreciation cost per mile will amount to 3.54d. Total running costs would thus be 9.58d. per mile, or £11 19s. 6d. per 300-mile week.

Assuming similar circumstances in the second example, but with the difference that a further £100 was spent on the body with the object of speeding deliveries, some adjustment in the 10 items of operating costs would then be necessary. The unladen weight may, though not necessarily, be increased, but I will assume that it will remain the same.

The first three items of standing cost per week will, therefore, continue to read: licences, 13s.; wages, £8 19s.; and rent and rates, 10s. 6d. Insurance and interest would both be slightly higher at £1 11s. 2d. and 18s., respectively, per week, because of the increased initial cost. The total standing cost for these five items would thus be £12 11s. 8d., which is again approximately 5s. 8½d. per hour.

As regards running costs, it is assumed that the alterations to the body would not have any material effect on the first four items, which would remain as: Fuel, 2.56d. per mile; lubricants, 0.23d.; tyres, 0.96d.; and maintenance, 2.29d. Depreciation, however, would now be based on the initial price of £1,500 and adopting the same procedure as before would give a cost per mile of 3.83d. Total running costs per mile would be 9.87d., or £12 6s. 9d. per week, again for 300 miles.

As a third possibility, more extensive modifications to the vehicle are envisaged with the same object in mind, increasing the price to £1,600.

On this occasion the cost of licences will be based on the next higher category—2½-3 tons—entailing an annual licence duty of £35, or 14s. per week. Because of the higher initial price of the vehicle, insurance will now cost £1 12s. per week and interest 19s. 2d., giving a total standing cost of £12 14s. 8d., and a corresponding cost per hour of 5s. 9½d.

I will again assume that the first four items of running costs remain the same, whilst depreciation is increased to 4.10d. per mile. Total running costs are now 10.14d. per mile, or £12 13s. 6d. per 300-mile week.

#### Saving 30 Minutes a Day

The number of packages which could be collected or delivered by the driver of such a vehicle each day would obviously vary greatly, not only because of the average weight, but also because of the type of premises to which they were being delivered and the extent of documentation and possible handling of cash. If it is arbitrarily assumed that 100 packages per day were handled, at least 30 minutes per day might well be saved as a result of improvements designed to facilitate the driver's work.

Assuming that with the £1,400 vehicle, 47 hours per week were necessary to complete the standard duties, the total cost of the week's operations would be: Standing costs, £13 7s. 2d. (44 hours plus 3 hours at 5s. 8½d.) and running costs, £11 19s. 6d. (300 x 9.58d. per mile); total £25 6s. 8d.

If half-an-hour a day could be saved by the use of the £1,500 vehicle, the corresponding cost of operation would be: Standing costs, £12 11s. 8d. (with no overtime), and running costs, £12 6s. 9d.; total, £24 18s. 5d., showing a saving of 8s. 3d. per week as compared with the standard vehicle.

Even if the saving in time is still conservatively assumed to be only half-an-hour per day, with the vehicle costing £1,600, the total operating cost per week of £25 8s. 2d. is only slightly higher than that for the lowest priced vehicle. This figure is obtained by the addition of standing costs of £12 14s. 8d. and running costs of £12 13s. 6d. (300 x 10.14d. per mile).

In other instances it may well be that the assumed saving of half-an-hour per day would be exceeded.—S.B.

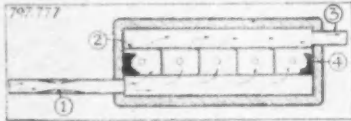
## Planning for Profit

# COSTLY Minutes

### How Improved Designs of Parcel Van Can Affect Costs by Speeding Up Work

## An Exhaust-gas Purifier

**PUBLIC** interest seems to be awakening to the possibilities of noxious gases being contained in the exhaust from road vehicles and patent No. 797,777 describes a device for eliminating them, particularly from engines using leaded fuel. (Oxy-Catalyst Inc., 115 Conestoga Road, Wayne, Penn., U.S.A.)



The gases from the engine first pass through a venturi (1) provided with air inlets. This is done to supply oxygen to combine with the lead compounds. The gases, plus air, then pass through a casing divided into upper and lower chambers by a box member (2). As the final exit (3) is at the top, the gases must flow through the box assembly.

The boxes are loosely filled with catalytic pellets (4). These are preferably made from alumina impregnated with finely divided platinum, and their action is to convert the lead compounds into oxides which collect in the casing. The oxidizing action also deals with the poisonous carbon monoxide, and converts it into the harmless dioxide.

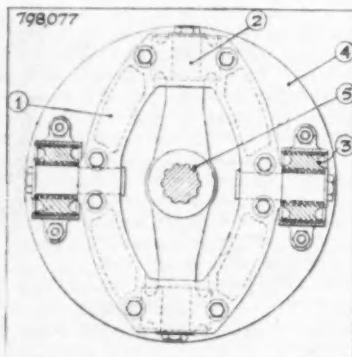
The latter action creates heat which assists in maintaining the best working temperature. This is said to lie in the range 900 to 1,200° F.

### HEAVY DUTY UNIVERSAL COUPLING

**A** UNIVERSAL joint employing rubber bushes is shown in patent No. 798,077. It is said to be suitable for the heaviest of loads as encountered in large road vehicles and railcars. (Laycock Engineering, Ltd., Victoria Works, Millhouses, Sheffield 8.)

In addition to dealing with angular deflections, the joint is also designed to handle axial mis-alignment in which the axes of the two shafts do not intersect.

The drawing shows a general layout of the operative parts. An intermediate member (1) of elliptical outline is provided with four trunnions (2) which are received in rubber-bushed assemblies (3). One pair of trunnions is attached to a



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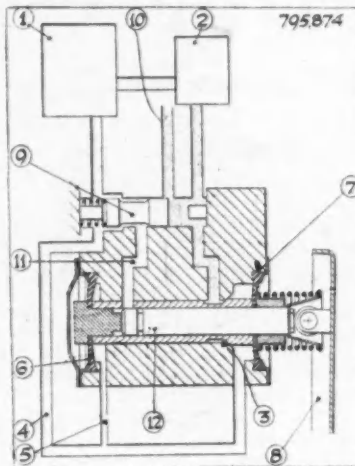
ring (4) on the driving member, the other pair being carried by the driven member (5).

The rubber bushes, in addition to carrying the rotary forces, are also free to deflect radially with respect to the main axis; this is limited in extent but is sufficient to accommodate slight out-of-parallel mis-alignment.

### POWER FOR CLUTCH OPERATION

**A** HYDRAULICALLY powered servo mechanism for operating the clutch of a vehicle is referred to in patent No. 795,874. The subject of the patent is the control valve worked by the driver's pedal. (Girling, Ltd., Kings Road, Tyseley, Birmingham.)

Referring to the drawing, a hydraulic circuit is provided by a tank (1) and a pump (2). The liquid is pumped past a valve seating (3) and returns to the tank via a pipe (4). A branch (5) gives a pressure balance on two flexible diaphragms shown at 6 and 7.



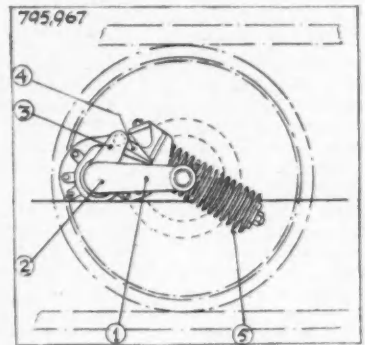
The drawing shows the position when the pedal (8) has been moved to the left. The valve seating is then closed, or nearly so, and the high-pressure liquid (shown dark) has pushed back a piston-valve (9) to admit pressure to the pipe (10) leading to the clutch-operating servo cylinder.

Release of pressure occurs when the valve-sleeve seating is reopened; when this happens the piston-valve opens a port (11) leading to the end of a central plunger (12). This plunger is for the purpose of providing manual operation if the power should fail, and acts as a master piston to work the servo-cylinder direct.

### DISC SPRINGS FOR SUSPENSION

**PATENT** No. 795,967 shows a suspension system in which the resilient member comprises a pack of conical discs which, under compression, are deformed towards the flat state. (Porsche System Engineering, Ltd., 12 Alpenstrasse, Zug, Switzerland.)

The drawing shows how the scheme



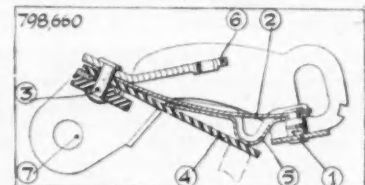
would be applied to the suspension of the wheels of an endless-tracked vehicle. Each wheel is journaled on a swinging arm (1) which rocks about an axis (2). Attached to the arm is a shorter one (3), forming a bell-crank to which is pivoted a tie-rod (4). The rod passes through the pack of disc-springs (5) and terminates in a nut and washer. A rubber buffer (not shown) is provided to form the ultimate limit of movement.

### IMPROVED CONTACT BREAKER

**A** CONTACT-BREAKER assembly for an ignition system forms the subject of patent No. 798,660. The chief claim made for the design is that the moving parts are very light and the actual points maintain their relative position throughout the life of the unit. (F. Hoooven and Mallory Metallurgical Products, Ltd., 78 Hatton Garden, London, E.C.1.)

The contact (1) is the fixed one, the other being mounted on a flexible spring blade (2) anchored at the end (3). An insulating strip (4) is the cam rubbing member which, as it moves, opens and closes the points.

The chief point of the design is the use of a rocking lever (5). This is of channel section so as to embrace both the spring blade and the rubbing strip, and its curved middle portion acts as a fulcrum. This arrangement is claimed

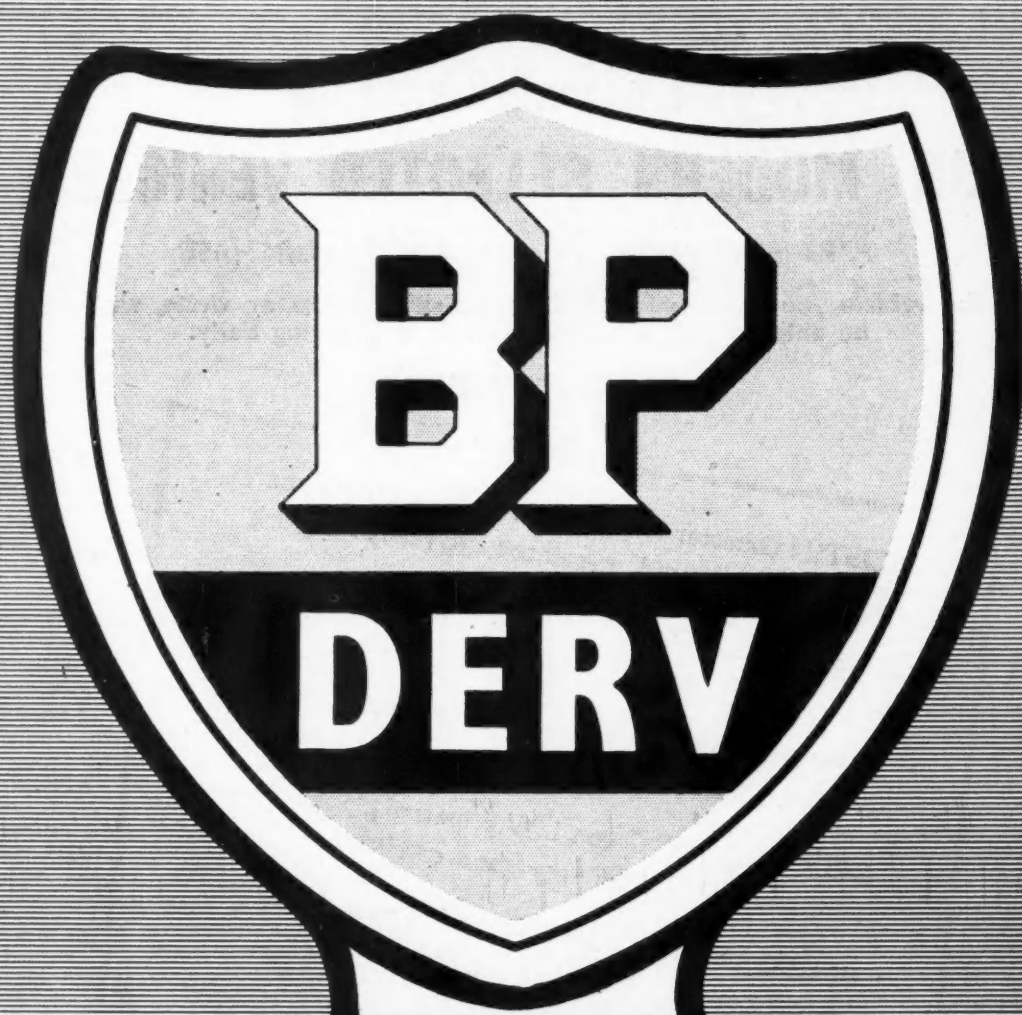


to maintain constant alignment of the two contact points.

The upstanding strip of metal (6) forms a terminal post for the attachment of the lead. Initial positioning of the unit can be made by swinging it about the pivot hole (7).

### QUIETER AIR INTAKES

**A** REAR-ENGINE vehicle having its air intake at the front can produce unpleasant acoustic notes generated by the long air-pipe. Patent No. 793,340, from Daimler-Benz A.G., Stuttgart-Unterturkheim, Germany, deals with a method of preventing such noises.



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# **JACKSON'S**

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### **SELECTED VEHICLES**

**AUSTIN** Loadstar 1953, S.W.B. wooden body tipper, P6 engine, well tyred, re-painted and ready for work.

**AUSTIN** 3 ton Diesel L.W.B. truck, 1956, 14 ft. 6 in. body, nominal mileage, excellent order.

**BEDFORD** 1956, 5 ton P6 engine tipper, S.W.B., excellent order, ready for work.

**BEDFORD** 1955, 7 ton L.W.B. petrol tipper, 16 ft. 6 in. body, D/D/Side, very good condition.

**BEDFORD** 1954, S.W.B. petrol tipper, U shaped body, ex owner driver, very good condition.

**COMMER** 1954, 7 ton petrol tipper, Telehoist gear, 11 ft. body, very good machine.

**MORRIS COMMERCIAL** Diesel 30 cwt. Van, LDO2 model, 1956, in excellent condition throughout.

**O. T. JACKSON MOTORS LTD.**  
**855 NEW WOLVERHAMPTON ROAD**  
**LANGLEY, Nr. BIRMINGHAM**

Phone: Birmingham Broadwell 2871/2/3.



## CLASSIFIED



## ADVERTISEMENTS

**PRESS DAY.** Classified advertisements must normally be received at Head Office by **FIRST POST TUESDAY.** Last minute additions and deletions are accepted by telephone from trade advertisers up to noon. Advertisements received too late for a particular issue are automatically inserted in the succeeding one unless instructions to the contrary are received.

**RATES:** 8d. per word (Minimum 12 words 8/-). Each paragraph charged separately and name and address must be paid for. Semi-displayed setting 67/6 per single column inch. Centred lines 20/-. Series discounts of 5% for 13, 10% for 26 and 15% for 52 consecutive insertions allowed to trade advertisers.

**TERMS:** Strictly net and prepayable. Monthly accounts for settlement by the end of the month following insertion are allowed to trade advertisers if satisfactory references are provided.

**REMITTANCES:** Cheques and postal orders should be crossed and made payable to **TEMPLE PRESS LIMITED** and instructions sent addressed to the Manager, "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**THE PROPRIETORS** retain the right to refuse or withdraw advertisements at their discretion and are not responsible for clerical or printers' errors, although every care is taken to avoid mistakes.

**BOX NUMBERS.** Private advertisers desiring to have replies sent care of "The Commercial Motor" may do so on payment of 1/- to cover booking and postage, plus cost of four extra words. Box numbers must not be used for the purpose of circulating and the proprietors do not undertake the distribution of such matter received. To avoid mistakes in forwarding, Box Numbers should be carefully and legibly copied and replies sent to Box CM000 c/o "The Commercial Motor," Bowling Green Lane, London, E.C.1.

**HEAD OFFICES:** Bowling Green Lane, London, E.C.1, England. Telephone: Terminus 3636. Telegrams: "Pressimus London Telex." Telex: 23839.

**BRANCH OFFICES:**  
Baylis House, Hurst St., Birmingham, 5. Telephone: Midland 6616.  
50, Hertford St., Coventry. Telephone: Coventry 62464.  
1, Brazennose St., Manchester. Telephone: Deansgate 6114-B.  
12, Renfield St., Glasgow. Telephone: Glasgow Central 1413.

## GOODS VEHICLES FOR SALE AND WANTED

## USED GOODS VEHICLES

## A.E.C.

**6X6** Unregistered ex-W.D. Diesel/petrol chassis and cab, also 2,500-gal. refuellers; c/w winches if required. Genuine delivery mileage only. M.O.S. rebuilds. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-644

**1948** A.E.C. Mammoth 8-wheeler, double drive, 9.6, chassis and cab, one owner and only used under C licence, in perfect condition. **K NIGHTS BROS.**, Festanton, Huntingdon. St. Ives (Hunts) 3325. 775-6544

**A.E.C.** Mammoth Major Mark III 8-wheeler, first registered August, 1953, 200 miles since complete engine overhaul, unladen weight 7 tons 5 cwt., platform body, reason for sale, loss of contract. Harrison's Garage, Welwyn, Herts. 775-x676

**A.E.C.** Matadors, tractors, Diesels, ex-M.O.S., reconditioned 7.7-litre Diesel engines, 4 x 4 and 6 x 6 with power winches; A.E.C. 2,500-gal. tankers, unregistered, ex-M.O.S. T. E. Cumliffe, 45 Wellington Rd., Handsworth, Birmingham, 20. North 0832. 775-71

**A.E.C.** Matador 4 by 4, ex-M.O.S., reconditioned, supplied with jib hoist for timber work or dumper bodies for tipping. Photographs and specifications on request. Praills (Hereford), Ltd. Phone, Hereford 4211. 775-162

**1949** (Genuine) A.E.C. Monarch, mechanically sound, 19-ft. flat, one owner. £350.

**1954** Registered A.E.C. Monarch, 19-ft. flat, mechanically sound, new cab. £350. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley 3623. 775-258

**1952** A.E.C. 8-wheeler, 9.6 engine, Duramin body and cab, 24-ft. flat platform, air brakes, 1,000 by 20 tyres, this is an exceptionally good, clean vehicle, any inspection or trial.

**1949** A.E.C. 8-wheeler, 9.6 engine, Duramin body and cab, 24-ft. flat platform, one owner since new, in excellent order.

**1947** A.E.C. 8-wheeler, 3,600-gal. six-compartment tanker, in good running order, choice of two, £750 each. **RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 775-187

**A.E.C.** Matadors, Diesel 7.7 and petrol engines. **A.E.C. Martindale**, Cross Hall Works, Chorley, Lancs. Phone, Chorley 3504. 775-222

**TWO** 1948 A.E.C. Monarch 4-wheelers, 7.7 engines, 20-ft. platform bodies, 900 by 20 tyres, in good condition. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 775-324

## ALBION

**6X6** Unregistered ex-W.D. low-mileage M.O.S. rebuilds, c/w winches. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. zzz-645

**1941** ALBION 8-wheeler, £250. Jack Robinson (Leeds), Ltd., 136 Jack Lane, Leeds, 10. Phone 77268. 775-6571

**ALBION** 6-cylinder Diesel 25-ton prime mover, 6 x 4, ex-W.D., genuine vehicle, little used and in excellent mechanical condition, £700 o.n.o. Midestra, Ltd., Cardiff Rd., Reading. Phone 50458. 775-108

**1940** ALBION 8-wheeler Model CX7N, Gardner 6LW engine, recently overhauled, suitable for spares, £275. Praills (Hereford), Ltd. Phone, Hereford 4211. 775-161

**ALBION** ST3, CX, suitable for spares; Box CM7518, care of "The Commercial Motor." 775-379

**ALBION** TX3 1949 Diesel 8-tonner, power tipper, new engine fitted, £450. Walkers Filling Station, Ecclesfield, near Sheffield. Phone 3667. 775-309

## Used Goods Vehicles (contd.)

## ATKINSON

**THE NIGHTINGALE ENG. CO., LTD.**  
ATKINSON VEHICLES,  
LONDON SALES AND SERVICE STATION.

## FAVOURABLE DELIVERIES

## ALL MODELS.

PART-EXCHANGES AND H.P. ARRANGED.

NEW AND USED 8-WHEELERS ALWAYS IN STOCK.

**THE NIGHTINGALE ENG. CO., LTD.**  
BALHAM, S.W.12. BAT 2193 (five lines). zzz-628

## PRICE'S (EARL SHILTON), LTD.

THE MAIN ATKINSON DISTRIBUTORS

COMPREHENSIVE spares always available.

ALL new machines fast deliveries. A small selection of high-class used vehicles. Terms and part-exchanges, 4LW, 4LW, 5LW and 6LW Gardner engines in stock.

## PRICE'S (EARL SHILTON), LTD.

"THE ATKINSON PEOPLE,"

NEW STREET,

EARL SHILTON,

NEAR LEICESTER

Phone 3321-2-3. zzz-840

## COMBERHILL GARAGES, LTD.

DISTRIBUTORS ATKINSON VEHICLES.

COMPLETE STANDARD RANGE NOW AVAILABLE

FOR DELIVERY WITHIN 3-4 WEEKS OF ORDER.

PLEASE FORWARD INQUIRIES.

BODYWORK CONSTRUCTED TO REQUIREMENTS.

PART-EXCHANGE TRANSACTIONS UNDERTAKEN.

**INGS ROAD, WAKEFIELD.**

PHONE, WAKEFIELD 2241.

(Five lines) zzz-851

## CLASSIFIED ADVERTISEMENTS

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## Used Goods Vehicles (contd.)

## SCOTTS OF NOTTINGHAM, LTD.

LAMBOURNE DRIVE, NOTTINGHAM.

Phone, Deer Park 221-2.

## ATKINSON MAIN DISTRIBUTORS.

FAVOURABLE DELIVERY OF ALL MODELS.

6-17 TONS.

SALES, SERVICE, SPARES. 775-96

**1948** ATKINSON 6-wheeler, 22-ft. body, double-drive, in excellent running order, £550.

**1946** ATKINSON 4-wheeler, 4LW engine, 5-speed box, in good running order, £300. Terms and exchange.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-186

**1952** ATKINSON 8-wheeler 24-ft. body, double-drive, good condition, £1,600.

**1943** ATKINSON 6-wheeler, 22-ft. body, double-drive, good condition, £500. Hoppe, Millbrook Yard, Landore, Swansea 7620, 71913. 775-x863

**ATKINSON** 8-wheel tipper, October, 1955, with SAT B. and E. gear and 21-ft. panned body, 120 Michelin metallic tyres, air brakes, and 11.3 A.E.C. engine, repainted to choice, three months' written guarantee, £1,650 (available 14 days).

**COVENTRY AND JEFFES, LTD.**, Stafford St., Bedminster, Bristol, 3. Phone 64661. 775-403

## SPECIAL NOTICE

## PRESS ARRANGEMENTS

Classified Advertisements for the **SHOW NUMBERS** must reach us as follows:

**SHOW GUIDE SEPT. 19 ISSUE**

First Post **MONDAY, SEPT. 15**

**SHOW REPORT SEPT. 26 ISSUE**

First Post **MONDAY, SEPT. 22**

**SHOW TECHNICAL REVIEW**

**OCT. 3 ISSUE**

First Post **MONDAY, SEPT. 29**

Telephone instructions can be received up to Noon.

All instructions should be addressed to The Manager, Classified Advertisement Department,

"The Commercial Motor,"

Bowling Green Lane, London, E.C.1.

Please post your Advertisements early

Used Goods Vehicles (contd.)

AUSTIN

TWO very low-mileage AUSTIN 6 by 4 chassis and cabs, unregistered, excellent condition, new batteries, £200 each. L. W. Vase, Ltd., Amphil, Bedford Amphil 3255.

MARSTON MOTOR CO. LTD.

SEVEN SISTERS ROAD,  
TOTTENHAM, N.15.  
PHONE, STAMFORD HILL 8000.

SERVICE AND SPARES.

SPECIALISTS IN ALL TYPES OF BODYWORK. 222-6999

4X2, 4 x 4, 6 x 4, unregistered, ex-W.D. trucks, good selection, one only new Loadstar. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-647

TWO AUSTINS, 6 x 4, 1951 registered, good all-round condition, with large drop-side bodies, £85 and £95. MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 775-23

1956 AUSTIN Diesel 1-ton van, one owner, excellent condition, £450. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 775-111

H. A. SAUNDERS, L. TD.

AUSTIN DISTRIBUTORS.

AUSTIN 1955 LDI with large-capacity Luton body, black. 775-111  
AUSTIN 1955 LDI van, green.  
AUSTIN 1955 LDI van, primer.  
AUSTIN 1954 LDI vans, choice of three.  
AUSTIN 1954-5 2-ton trucks, petrol, Diesel, choice of four.  
ALWAYS a large selection of new and used vans, trucks, Lutons, available for inspection.

H. A. SAUNDERS, L. TD.

C.V. DEPT.,  
836 HIGH ROAD,  
FINCHLEY, N.12.  
Hillside 5272, Ex. 22. 775-114

THE CAR MART, L. TD.

SIX MONTHS' GUARANTEE  
WHERE STATED.

1957 AUSTIN A35 van, choice of several, guaranteed, from £365.  
1956 AUSTIN A40 van, choice of several, guaranteed, from £325.  
1957 AUSTIN 152 Omnivan, guaranteed, £475.  
1956 AUSTIN A40 van, reconditioned engine, guaranteed, £375.  
1954 AUSTIN A40 pickup truck, guaranteed, £325.  
1958 AUSTIN 4 by 4 Gipsy (petrol), 2,000 miles, guaranteed, £595.  
1956 AUSTIN 7-ton long-wheelbase (B.M.C.) Diesel drop-side truck, guaranteed, £925.  
1954 AUSTIN 2-3-ton boxvan, £395.  
1955 AUSTIN 1-ton van, £425.  
1947 AUSTIN 5-ton platform truck, £75.

THE CAR MART, L. TD.

WELSH HARP,  
EDGWARE ROAD, N.W.9.  
Hendon 6500. 775-123

AUSTIN 6 by 4 ex-W.D., fitted with twin-ram hydraulic tipper, twin rear tyre equipment, suitable for spares or reconditioning, price £85.  
WOODLANDS MOTORS (THUNDERSLEY), LTD., Manor Trading Estate, Church Rd., Thundersley, Essex. Phone, South Benfleet 2788. 775-423  
1956 AUSTIN 5-ton long-wheelbase drop-side truck, petrol, good condition, £595. Wray Park Garages, Ltd. Phone, Reigate 2263. 775-263

1953 AUSTIN Diesel 5-ton long-wheelbase tipper, U-shaped body, 8.25 by 20 tyres, excellent condition, £375.  
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, C West Bromwich. Phone, Wednesbury 0470, 1047. 775-209

1946 AUSTIN K4 Luton vans, Brew Bros. Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 775-265

1956 10-cwt. AUSTIN A40 vans, unwritten, choice of two from £335.  
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 775-284

1955 AUSTIN A40 van, very good condition, £325.  
1951 AUSTIN A70 pick-up, fawn, £200.

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-328  
A38

Used Goods Vehicles (contd.)

G.T.C. (COMMERCIALS), L. TD.

1955 November, AUSTIN B.M.C. 7-ton Diesel, long-wheelbase truck, reconditioned engine recently fitted, first-class condition, one owner, £785.  
1954 AUSTIN 2-3-ton 700-cu.-ft. Luton van, separate cab, really clean, one owner, £195.  
1954 AUSTIN 2-3-ton boxvans, exceptionally clean, one owner; choice of two, £325.  
G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 775-368

1953 AUSTIN A40 vans, 10-cwt., one owner, from £245.  
L. H. SPRING, 108 Alexandra Park Rd., N.10. Enter-prise 7667. 775-317

AUSTIN 25-cwt., very good condition throughout, £135.  
Cavendish Motors, Cavendish Rd., N.W.6. Wilenden 0046-8. 775-387

Austin Wanted

ANY AUSTIN available? Please phone or write G.T.C. (Commercial) Ltd., 2 Addington Rd., Bow Rd., E.3. Advance 5242-3. 775-365

BEDFORD

ARLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE.  
SELECTION OF OUR RANGE OF  
USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1955 Petrol 5-ton short-wheelbase tipper.  
1955 Petrol 3-ton long-wheelbase with boxvan body.  
1955 Petrol 7-ton with 16-ft. platform body.  
1954 Diesel (Comet engine) 7-ton with 16-ft. platform body.  
1951 Petrol 4-5-ton boxvan.

MAY WE

QUOTE YOU

FOR YOUR

NEW BEDFORD?

COMPREHENSIVE RANGE OF VEHICLES IN STOCK  
HIGH ROAD, PONDERS END, ENFIELD, MIDDX.  
Phone, Howard 1266.

ALSO AT

25-27 VAUXHALL BRIDGE ROAD, S.W.1.  
Victoria 6033.

CORNARD ROAD, SUDBURY, SUFFOLK.  
Phone 2301.

DUMBALLS ROAD, CARDIFF.  
Phone 30641.

SALES DEPARTMENT OPEN UNTIL 5 P.M.  
SATURDAY. 775-382

BILL WALTON, L. TD.

1954 30-cwt. BEDFORD truck, nice order.  
1952 BEDFORD 1,000-cu.-ft. Luton new panels, etc., £375.  
1951 2-TON BEDFORD truck, £175.

CHAPPELL'S GARAGE.

190-6 KENNINGTON PARK ROAD.

S.E.11.

Phone, Reliance 1177. 775-197

4X2, 4 x 4, unregistered ex-W.D., low mileage, M.O.S., rebuilt Q.L.s, g/w winches if required, also very excellent selection of OY trucks with V.G. cabs, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-646

BEDFORD, P6 Diesel, 1954 and 1955, 5-ton short-wheelbase, steel-body tippers, £395 and £445.  
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 775-28

TWO 1952 7-ton long-wheelbase BEDFORD trucks, one owner, £300 each.  
1954 7-ton long-wheelbase BEDFORD truck, one owner, £400.  
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-335

CAPITAL MOTOR CO. L. TD.

BEDFORD MAIN DEALERS.  
SCAMMELL DISTRIBUTORS.

NEW BEDFORD vans and conversions, early delivery.  
NEW BEDFORD 25-cwt. van, petrol, 3-way loading.

NEW BEDFORD 10-ton tractor unit, 300 Diesel and 2-speed axle.  
1950 (Registered) BEDFORD tractor unit, Diesel, £300.  
1952 BEDFORD 4-ton truck, with helper springs, £150.

REMINGTON ST. City Rd., N.1. (Near Angel.) Clerkenwell 7456. 775-253

Used Goods Vehicles (contd.)

HAMILTON MOTORS (LONDON), L. TD.

THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.  
MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:—

NEW BEDFORD 6-ton 156-in.-wheelbase Diesel truck.  
NEW BEDFORD 3-ton long-wheelbase Diesel truck.  
NEW BEDFORD 8-ton tractor unit, Diesel.  
NEW BEDFORD 7-ton short-wheelbase tipper, petrol.  
NEW BEDFORD 5-ton forward-control truck, Bedford Diesel engine.  
NEW BEDFORD 6-ton short-wheelbase chassis-cab, petrol.  
NEW BEDFORD 7-ton long-wheelbase truck, Leyland Diesel.  
1955 BEDFORD 10-12-cwt. van, £335.  
1943 BEDFORD 5-ton short-wheelbase tipper, £85.  
1948 BEDFORD 30-cwt. Spurling van, £125.  
1954 BEDFORD 10-12-cwt. van, green, £295.  
1956 BEDFORD 7-ton long-wheelbase truck, £795.  
1957 BEDFORD 6-ton petrol tipper, £975.  
1955 BEDFORD Dormobile, 2-tone grey, £495.  
1949 BEDFORD 5-ton long-wheelbase tipper, £225.  
1951 BEDFORD 30-cwt. Spurling van, £195.  
1951 BEDFORD 30-cwt. van, £235.  
1956 BEDFORD 10-12-cwt. high-top van, £445.  
1950 BEDFORD 3-ton long-wheelbase truck, £185.  
SEE the new BEDFORD at our showrooms.

HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.  
PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.  
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.

HAMILTON MOTORS (LONDON), L. TD.

466-480 EDGWARE ROAD,  
LONDON, W.2.

Phone, Paddington 0022 (12 lines). 775-192

CARMO OF LONDON.

THE LONDON CENTRE

FOR NEW AND USED BEDFORDS.

FULLY WARRANTED USED BEDFORDS.

ALL TYPES AVAILABLE.

REPAINTED AND OVERHAULED THROUGHOUT.

1954 BEDFORD 10-12-cwt. CA van, £220.  
1955 BEDFORD 10-12-cwt. CA van, £290.  
1954 BEDFORD 25-cwt. 350-cu.-ft. van, £450.  
1953 BEDFORD 30-cwt. van, £335.  
1951 BEDFORD 2-ton short-wheelbase drop-side truck, £335.  
1956 BEDFORD 5-ton long-wheelbase drop-side truck, choice of two, £575.  
1952 BEDFORD 5-ton Diesel 1,350-cu.-ft. Luton van, £850.  
ALL these vehicles are fully warranted and are available for any trial or demonstration.  
SEND for full descriptive stock leaflet.

NEW BEDFORDS

FOR

IMMEDIATE DELIVERY.

PETROL OR DIESEL.

ALSO VANS, CONVERSIONS AND CHASSIS.

DEMONSTRATIONS arranged on any vehicle or out representative will call.

WRITE, PHONE OR VISIT

THE BEDFORD CENTRE.

LEIGHTON ROAD,

LONDON, N.W.5.

Gulliver 5555. 775-384

COMMERCIAL VEHICLES.

WILLIAM RIPLEY.

1955 BEDFORD 30-cwt. truck, one C-licence user, £400.  
1952 BEDFORD 30-cwt. drop-side truck, synchro-mesh box, new tyres, ex-property of sea merchant, £200.  
1954 BEDFORD 2-ton truck, excellent condition, £400.  
1954 BEDFORD 5-ton platform, 30,000 miles only, body length 15 ft. 6 in., as new, £395.  
1955 BEDFORD 5-ton double-drop-side truck, Diesel P6 engine, £575.  
1949 BEDFORD truck, low loader body, all new 34 by 7 tyres, first-class condition, £165.  
1949 BEDFORD 5-ton boxvan, roller shutter, tail-board, extra clean, £165.  
1955 BEDFORD S-type 7-ton tipper, drop-side steel body, R6 Diesel engine, 825 by 20 tyres, £600. And part-exchanges welcomed.

H.P. PHONE, DARTFORD 5480. 775-289

## Used Goods Vehicles (contd.)

### SHUKER'S OF SHEFFIELD, LTD.

OFFICIAL BEDFORD dealers since 1932. Recommended for new or good used Bedford's, all models sent anywhere in Britain.  
TIPPER'S a speciality, petrol or Diesel. Why not send your inquiries? A straight deal and real value guaranteed.  
56-60 BROAD ST., Sheffield, 2. Phone 20311 (four lines), or Rotherham 5411 after 6 p.m. and weekends. 775-737

### LAWSON PIGOTT MOTORS, LTD.

OFFICIAL BEDFORD MAIN DEALERS.  
BEDFORDS ARE OUR BUSINESS.

1955-6 BEDFORD 10-12-cwt. vans.

1955 BEDFORD Dormobile.

1946 BEDFORD 5-ton truck.

1954 BEDFORD 5-ton truck, Diesel.

1952 BEDFORD 8-ton tractor, Diesel.

1955 BEDFORD 5-ton short-wheelbase tipper.

ANTHONY STEEL drop-side body.

1956 BEDFORD-SCAMMELL 8-ton articulated Diesel with 20-ft. drop-side trailer.

### BEDFORD LUTON VANS.

NEW coachbuilt bodies, the very best workmanship, pleasing appearance, integral cab, easy walk-in loading well, tailboard and two ton rear doors, 1,000-cu.-ft. capacity, approx. unladen weight 2 tons 17 cwt., in primer paintwork. Bedford 4-ton O-model chassis, overhauled, with heavy-duty engine and synchromesh gearbox, fully guaranteed, specification and photo on application.

### NEW BEDFORDS.

EARLY delivery most models; our after-sales service is second to none. Inquiries welcomed and promptly dealt with.

PART-EXCHANGES? Certainly!

FULL hire-purchase facilities.

PHONE, BARNET 1061.

SALES staff in attendance until 5 p.m. on Saturdays.

184-6 EAST BARNET ROAD.

NEW BARNET.

Phone, Barnet 1061.

AND

320 KING STREET, HAMMERSMITH.

LONDON.

Phone, Riverside 4111. 775-336

### WILCH'S GARAGE (STAPLEFORD), LTD.

BEDFORD-LAND ROVER DEALERS.

OFFER

FOR IMMEDIATE DELIVERY:-

NEW BEDFORD 7-ton chassis-cab with 300 Diesel, 2-speed axle and 9.00 tyre equipment.

NEW BEDFORD-SCAMMELL 8- and 10-ton tractors with 300 Diesel engines with or without new 25-ft. Scammell trailers.

### USED

1955 BEDFORD A-type, long-wheelbase truck, in excellent condition, £525.

1953 A-type BEDFORD 5-ton long-wheelbase truck, £445.

EITHER of these vehicles can be fitted with a tipping gear at a cost of £150.

FOR YOUR NEW COMMERCIAL

COME TO

LONDON ROAD, STAPLEFORD CAMBS.

Phone, Shefford 3017-8-9. 775-345

1954 BEDFORD A-type, long wheelbase, fitted with new Pilot twin under-tram tipper, in good condition throughout. F. Brooksbury, 18 Cecil St., Lincoln. Phone 1710. 775-6546

THE best 3-ton BEDFORD in England, late 1955, one owner, the only one like it, fitted every extra, must be seen, offers wanted, £900 o.n.o. Exchange proprietary caravan and cash or late small van and cash or property. Box CM752, care of "The Commercial Motor." 775-2

1955 BEDFORD 5-ton long-wheelbase tipper, alloy body, P6 Diesel engine, £195.

HAMBLINS GARAGE, Rectory Rd., Rushden. Phone 3211. 775-100

1956 BEDFORD 7-ton steel-bodied tipper for sale, apply St. Edmund's Garage, Ltd., 29 Kettering Rd., Northampton, 1967, 3808. 775-72

1954 BEDFORD 25-cwt. van, one owner, good condition, £350. Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 775-113

1957 BEDFORD-SCAMMELL Diesel artic. unit with 20-ft. Scammell trailer, one owner since new, small mileage, £600.

1955 BEDFORD-SCAMMELL Diesel artic. unit, R6 engine, one owner since new, £425.

1955 BEDFORD-SCAMMELL artic. unit, petrol, one owner since new, £350.

1953 BEDFORD-SCAMMELL Diesel artic. unit, in good running order, £375; trailers in stock to suit the above, many other Bedford vehicles in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-473

## Used Goods Vehicles (contd.)

### E. J. BAKER AND CO. (DORKING) LTD.

BEDFORD  
MAIN DEALERS.

WELCOME inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and Utilities.

NEW BEDFORD CA vans available early delivery.

1953 HAWSON 35-cwt. van in exceptional condition, used for light work only, finished in dark blue.

1950 Spurling 30-cwt. 3-way van, in magnificent condition.

CHOICE of several second-hand BEDFORD vans and Utilities.

SEVERAL drop-sided trucks and choice of several O-type tippers.

SCAMMELL trailers, several. Inquiries welcomed.

SEE also articulated vehicles and trailers.

HIRE-PURCHASE, part-exchanges welcomed. Early delivery all types new BEDFORDS.

273 LONDON ROAD.

STAINES.

Staines 4211 (five lines).

1952 BEDFORD short-wheelbase tipper, 5-cu.-yd. wooden body, P6 engine, good tyres, good condition, £285.

1952 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. steel body, excellent order, good tyres throughout, £225.

1951 BEDFORD-SCAMMELL articulated unit, very good condition, good tyres, £175.

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### K.J. MOTORS, LTD.

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BEDFORD 1947 8-ton Scammell unit, petrol, excellent tyres, £145.

BEDFORD 1948 drop-side truck, £150.

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WIDMORE RD., Bromley, Kent. Ravensbourne 3456. 775-251

### SPURLING MOTOR BODIES, LTD.

"THE NAME BEHIND THE SALE"

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BEDFORD 30-cwt. van, coachbuilt body, in exceptional condition.

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1951 BEDFORD 5-ton boxvan.

1954 BEDFORD 7-ton long-wheelbase platform.

1951 BEDFORD 3-ton semi-Luton van.

1946 BEDFORD 2-3-ton truck, R.C. engine, new body.

OTHER makes and types available.

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Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushton St., N.1; Vigo Motors, W.10; and Colchester. 775-268

BEDFORD 3-ton, special leak body, condition as new, registered December, 1955, genuine mileage 23,694.

Phone, Colney Heath 246. 775-165

1956 BEDFORD 5-ton long-wheelbase Diesel drop-side truck, excellent condition throughout, £675.

Cox's Motors (Hill Top), Ltd., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 775-208

1947 2-3-ton BEDFORD Luton van, approximately 1,000 cu. ft., £190.

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1021. 775-284

### OVER HALL GARAGES, LTD.

1956, October, BEDFORD CA van, heavy-duty tyres, excellent order, one owner.

1952 3-ton boxvan, one owner, very clean.

### OVER HALL GARAGES, LTD.

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(Supplement)

## Used Goods Vehicles (contd.)

15 BEDFORD long-wheelbase platform lorries, petrol, part of fleet at C-litence operator, including 2-5-ton, 5-ton and 7-ton vehicles, first registered 1946 to 1954.

### HILLS GARAGES (MANCHESTER), LTD.

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Central 4311 (10 lines). 775-429

### G.T.C. (COMMERCIALS), LTD.

1956 Model BEDFORD Diesel 7-ton short-wheelbase chassis-cab, reconditioned engine just fitted, one C-litence owner (ideal for conversion to artic. unit or tipper), £525.

1954 BEDFORD 2-3-ton long-wheelbase drop-side truck, genuine 22,000 miles only from new, outstanding condition, one C-litence owner, £450.

1954 BEDFORD 5-ton long-wheelbase boxvan, separate cab, first-class body, one owner, £450.

1954 BEDFORD 7-ton long-wheelbase drop-side truck, Diesel engine, 17-ft. 6-in. body, very good tyres, one owner, £495.

1951 BEDFORD-SCAMMELL Perkins P6 artic. unit, synchromesh gearbox, one owner, £265.

UNREGISTERED BEDFORD 10-ton tractor unit (ex-M.O.S.), S.A.E. coupling, in outstanding condition, nearly new tyres all round, £275.

1950 BEDFORD-SCAMMELL artic. unit, ready for work, £50.

1946 BEDFORD 5-ton short-wheelbase tipper, 5-cu.-yd. wooden drop-side body in far above average condition for its age, £85.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 775-370

1947 BEDFORD articulator, 22-ft. Tasker trailer, good condition.

T. AND F. MOTORS, LTD., 2a Poole Park, London, N.4. Phone, Archway 4582. 775-272

1956, December, BEDFORD 7-ton R6 U-shaped tipper, good condition, £776. Walker, 23 Dundryan Rd., Coatbridge. Phone 1025. 775-376

1955 BEDFORD 10-12-cwt. van, £295.

L. H. SPRING, 108 Alexandra Park Rd., N.10. Enterline 7667. 775-319

1955-6 BEDFORD Dormobile, in very good condition throughout, choice of two, from £399. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 775-391

LOW-MILEAGE BEDFORD OL, unregistered, in good condition, £125 each. Mains Motors, Ltd., Wexham, Oxon. Phone, Ewelme 62. 775-200

TWO BEDFORD 5-type petrol tippers, one in good condition and one in need of repair, at £500. Mains Motors, Ltd., Wexham, Oxon. Phone, Ewelme 62. 775-201

1956 BEDFORD 5-ton chassis-cab, petrol, one owner, excellent condition, choice of two, Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184, 3862. 776-x855

BEDFORD 5 type, 1954, long-wheelbase Homalloy platform truck, 20 by 9.00 tyres, very good order and condition, £390.

BEDFORD 1954 A5 type long-wheelbase chassis-cab job in faultless condition, £320.

BEDFORD O type long-wheelbase, first registered 1953, in very good condition and tyres, £125; and several other Bedford for disposal. C. Monner, Riverside Works, Weardale Rd., London, S.E.13. Lee 2586. 775-x853

### Bedford Wanted

A BEDFORD for sale? Phone Hamilton Motors, 406-408 Edgware Rd., London, W.11. Phone, 0222-0022 (12 lines). Immediate settlement and best prices, 775-506

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GRE 2033-4.

775-444

### COMMER

PETROL engines, back axles, COMMER-SCAMMELL tractors, coupling gears, trailers, units. Tilley, Ltd., Wolverton, Bucks. 775-447

COMMER. Two 1957 TS3, with or without special A's. Roger Rees Transport, Swansea 7383. 775-6570

1956 COMMER TS3 Diesel long-wheelbase truck, 14-ft. platform body, in excellent running order, choice of two, £850 each. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-174

1958 COMMER 5-ton forward-control, TS3 engine, fitted 850-cu.-ft. boxvan body, side and rear loading, de luse cab, radio and heater, 16,000 miles, surplus through loss of contract.

CRESCO CONFECTION CO., LTD., Northside, Workington, Cumberland. Phone, Workington 650. 777-6582

777-6582

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Used Goods Vehicles (contd.)

**COMMER** Q4 prime mover, Scammell coupling, excellent order, new tyres, £145. Tilley, Ltd., Wolverton, Bucks, 2242. 776-A675

**BURGH HEATH SERVICE STATION.**

**BRIGHTON RD.,** Burgh Heath, Surrey. Phone, Burgh Heath 2059.  
**BURGH HEATH SERVICE STATION** for good used commercials, choice of over 12 5-12-cwt. vans, all makes, from £185-£310 775-188

**1953 COMMER** 5-ton truck, choice of two from £285, clean and sound body, tyres reasonable.  
**1957 COMMER** Express delivery van, cream, first-class order, £365. Capital Motor Co., Ltd., Remington St., City Rd., N.1. (Near Angel). Clerkenwell 7456. 775-255

**COMMER** petrol articulated unit, recently completely overhauled, new engine installed, good tyres, Eagle 10-12-ton semi-trailer, fitted fifth-wheel coupling, overhaul last week, in sound condition throughout. Copice Garage, Ltd., Watling St., Dordon, nr. Tamworth. Polesworth 333, 427. 775-273

**2-3-TON** tipper, excellent condition, ex-L.E.B., 1949. 2 Brew Bros., Ltd., 133 Old Brompton Rd., S.W.7. Fre 3333. 775-266

**1957 COMMER** Cob, 15,000 miles, £400.

**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-332

**G.T.C. (COMMERCIALS), LTD.**

**1954 COMMER** 5-ton boxvans, separate cabs, alloy bodies, superb condition, one owner, choice of three, £245.

**G.T.C. (COMMERCIALS), LTD.,** 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 775-373

**1953 COMMER** vans, plain, from £265.

**L. H. SPRING,** 108 Alexandra Park Rd., N.10. Enter-price 7607. 775-318

**1952 COMMER** OX 7-ton, 18-ft. body, ready for work, £125. Hodd 2775. 776-x862

**DENNIS**

**DENNIS** Max 8-ton Diesel trucks, unregistered, ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.  
**W. VASS, LTD.,** Amptill, Bedford. Amptill 3255. 222-697

**1954 DENNIS** Centaur long-wheelbase drop-side truck, very clean throughout, 5650.  
**HAMBLINS GARAGE,** Rectory Rd., Rushden. Phone 3211. 775-101

**1947 DENNIS** Pax lorry, normal control, petrol, long-wheelbase, 750 by 20 tyres.  
**APPLY DENNIS GARAGE, Ltd.,** Sutton Rd., Wisbech. A Phone, Wisbech 745. 775-116

**1946** November, DENNIS Max, very clean, one owner, double floor, bills £300, recent overhaul, £240. Wadicken, 12 Rock Place, Brighton 62833. 775-xA559

**DODGE**

**1958 DODGE** truck, Leyland Comet engine, 19-ft. body Eaton axle, price £2,100. Phone, Howard 3859. 776-x585

**1953 DODGE** 195 P6 long-wheelbase drop-side coal-bodied tipper, very good condition. Geo. H. Kendrick, Ltd., Carters Green, West Bromwich 9778. 775-152

**1955 DODGE** long-wheelbase 7-ton Diesel drop-side truck, Eaton 2-speed axle, 900 by 20 new tyres all round, heater vehicle in excellent condition, £900. Offers, Stead, Arnold Rd., Bedford, Nottingham 77487. 776-x783

**1947 DODGE** 5-ton pantechion, 1,200 cu. ft., very good condition, £300.

**1948 DODGE** 5-ton long-wheelbase platform truck, very clean condition, £65.  
**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-329

**MAIN DODGE DISTRIBUTORS.**

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**ALL** new models prompt delivery.

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**1955 DODGE** 5-ton 105P6 drop-side lorries, always choice of three or four, in excellent mechanical condition.

**1954 DODGE** 6-ton Diesel double-deck cattle container, complete with drop-side and tail, the whole in very good condition

**CAMKIN MOTORS, LTD.,**

SHERBORNE, DORSET.

Phone, Sherborne 681-2. 775-375

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Used Goods Vehicles (contd.)

**G.T.C. (COMMERCIALS), LTD.**

**1953 DODGE** 105P6 5-ton long-wheelbase truck, very good tyres, one owner, £345.

**G.T.C. (COMMERCIALS), LTD.,** 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground station.) Advance 5242-3. 775-367

**DODGE** Diesel 105, AP6, October, 1953, long-wheelbase tipper, Eaton 2-speed axle, new engine, 1957, good order, licensed, £375. McCallum, 40 Raise St., Salicotts, Phone, Ardruan, Salicotts 87. 776-x860

**Dodge Wanted**

**WANTED, DODGE,** 1951 onwards. Phone or write. **HANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10. 775-6558

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**E.R.F.**

**1951 E.R.F.** Gardner 5LW tipper, with 12-ft. 6-in. by 7-ft. by 2-ft. timber body, with steel-lined floor and steel bearers twin-ramp underfloor gear, power lockheed brakes, unladen weight 4 tons 12 cwt. 2 qrs., price £950.

**PLEASE** write or call: J. H. Sparshatt and Sons (Southampton), Ltd., The Causeway, Kedbridge, Southampton. Phone Totton 2258. 775-6558

**1948 E.R.F.** 5LW tractor unit with Tasker heavy-duty ramp attachment, in sound running order, £375. The Barnstable Motor Co., The Square, Barnstable Phone 2264. Telix, 46-302. 775-x671

**E.R.F.** 1947 short-wheelbase tipper, drop-side body, well tired, Gardner 4LW working, £450. Smiths Garage, Canal St., Nottingham. Phone 40018. 775-105

**1938 E.R.F.** long-wheelbase truck with Gardner engine, exceptional condition throughout, choice of two, £225 each. Hamblins Garage, Rectory Rd., Rushden. Phone 3211. 775-99

**FODEN**

**FODEN** ex-W.D. & 4 trucks, reconditioned ex M.O.S. in exceptional condition, from £900 each. **SWORDER (MOTORS),** Lane End, High Wycombe. (Phone, Lane End 234.) 775-6502

**FORD THAMES AND FORDSON**

**4 X 4** WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-648

**1951** P6 Diesel, Sussex 8-ton 6-wheeled lorry, very small mileage, £395.  
**MEADWAY COMMERCIALS,** Bordesley Green Rd., Birmingham, 9, Victoria 4933. 775-24

**1951 FORD** P6 Diesel, long-wheelbase drop-side truck, £245.  
**MEADWAY COMMERCIALS,** Bordesley Green Rd., Birmingham, 9, Victoria 4933. 775-29

**1955** 4D Diesel van with well, 800 cu. ft., £650; another 1957 450 cu. ft. twin rear, mileage 5,600, £250. Escaners, Lawton-Goodman, 115 Cricklewood Broadway, N.W.2. Gladstone 2226. 775-45

**GORDON KING MOTORS, LTD.,**

FORD AND THAMES DEALERS.

**TRADER** 4D Diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,320.

**THAMES** 4D Diesel 4-ton chassis, fitted with 1,150-cu.-ft. low-loading Luton body, new and unregistered, ex works, £1,300.

**THAMES** 15-cwt. chassis and cab, fitted builders truck body, new and unregistered, ex works, £585.

**FIRE-PURCHASE** facilities available, deposit now only one-third.

**ALL** Thames models in stock for early delivery; any body built to your requirements.

**MITCHAM LANE,** S.W.16. Streatham 3133-4. 775-202

**1955 FORD** 4D long-wheelbase drop-side truck with tilt, good order throughout, £450.

**1949 FORD** 4D long-wheelbase drop-side truck with tilt, good condition, £350.  
**HAMBLINS GARAGE,** Rectory Rd., Rushden. Phone 3211. 775-102

**SAVE** money! Almost brand new current THAMES 4D Diesel 157-in. long-wheelbase drop-side, still printer, substantially under 100. Exchanges, terms, Oundle Motors, Ltd. Phone, Oundle 3142. 775-126

**1957** Thames 4-ton 4D long-wheelbase drop-side truck, tyres and general condition as new 1695, o.n.o.

**1956** Thames 4-ton 4D long-wheelbase drop-side truck, excellent condition, £575, o.n.o.  
**LINCOLNSHIRE MOTOR CO., LTD.,** Wellfowgate, Grimsby. Phone 5443. 775-211

**TWO** 1947 FORDSON pantechions, 900 cu. ft., £80 each.

**1953 FORD** 10-cwt. van, low mileage, excellent, £225.

**1956** November, FORD 4D truck, £400.

**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-330

**1957 FORD** 5-cwt. Thames van, duo colours, in very good condition throughout, £335.  
**1953 FORD** 5-cwt., in very good condition throughout, £169. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 775-389

Used Goods Vehicles (contd.)

**W. HAROLD PERRY, LTD.**

**STATION BRIDGE,**

WEALDSTONE, MIDDLESEX.

**CHOICE** of two Thames 4D flat-platform trucks, first-class condition throughout, first registered 1955 and 1956 at £565 and £595 respectively.

**EX-DEMONSTRATOR,** 1957 Thames Trader, 5 tons, £152-in. wheelbase, 4-cylinder Diesel engine, cab painted red, £1,050.

**EX-DEMONSTRATOR,** 1957 Thames Trader, 5 tons, £152-in. wheelbase, 6-cylinder Diesel engine, cab painted black, £1,135.

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**G.T.C. (COMMERCIALS), LTD.**

**1955 FORD** ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel drop-side body. Anthony Hoist, very clean, £265.

**1954 FORD** Sussex Diesel long-wheelbase chassis-cab with Balco extension (24-ft. body could be fitted), recent reconditioned engine, one owner, £215.

**G.T.C. (COMMERCIALS), LTD.,** 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 775-369

**1951** Thames 4-ton tipper 4D Diesel conversion, 1955 excellent condition, £250. Burton and Deakin, Ltd., Orpington 2762. 775-264

**1954 FORD** 10-cwt. van, with seats and windows.  
**E. J. BAKER AND CO. (DORKING), LTD.** 273 London Rd., Staines. Phone 4211. 775-362

**FRANK G. GATES, LTD.**

MAIN FORD DEALERS.

GATES CORNER, E.18.

Wan 6633.

**1957** Trader 5-ton 6-cylinder petrol truck, £925.

**1954** Thames 4D, long-wheelbase truck, £395.

**1947 FORDSON** boxvan, £75. 775-415

**A** 1956 FORD Sussex 6-wheel Diesel van, 34,000 miles, one owner, fitted nearly new tyres, approx. 1,500 cu. ft., aluminium body, no wheel boxes, the whole vehicle being in super condition, has not been working for the last six months, £1,150.

**CHURCH ROAD MOTORS, LTD.,** Hadleigh, Essex. Phone, Had 57271; night calls, Southend 47348. 775-286

**GUY**

**1952** GUY Otter with 4LK Gardner engine, Eaton 2-speed axle, Holmes alloy cab and Holmes double-drop-side alloy body, 16 ft. 6 in. the whole vehicle is in good condition, £575. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol, 2. 775-63

**1952** GUY Otter, Gardner 4LK engine, excellent mechanical condition, tyres as new, one owner, £475. Coppell Motors, 92 Broughton Lane, Salford, 7, Phone, Blackfriars 7764. 775-216

**JENSEN**

THE TEN-COUNTY JENSEN DISTRIBUTORS.

**FERRARIS OF CRICKLEWOOD, LTD.,**

200-220 CRICKLEWOOD BROADWAY,

N.W.2.

Gladstone 2234-5-6-7.

**FULL** range of spares for all models.

**SALES** and service. Perkins Diesel service.

**EARLY** delivery on all models. 775-359

**KARRIER**

**4 X 4** Unregistered low-mileage ex-W.D. trucks, c/w winches if required. Cuney and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 222-649

**KARRIER** 4 x 4 complete with winch, as new, unregistered, £90. Pirbright Garage, Pirbright Rd., Southfields. Vandyke 2366. 775-357

**LAND ROVER**

**1956** LAND ROVER long-wheelbase pick-up small mileage, £350. Pearl St. Garage, Sheffield 29139 and 37529. 775-233

**1957** LAND ROVER Model 88-in. wheelbase, many extras, 8,000 miles, immaculate, £535.

**1956** LAND ROVER model, excellent condition, low mileage, £450.

**1954** October, LAND ROVER station wagon, fitted seat and tropical roof, 14,000 miles, immaculate, £550.

**1955** LAND ROVER, excellent condition, many extras, £430.

**1955** LAND ROVER, 86-in. wheelbase, with hard top, £425.

**1953** LAND ROVER, good condition, £295.  
**COMBES COMMERCIAL (GUILDFORD), LTD.,** Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-331



## Used Goods Vehicles (contd.)

**LAND ROVER**, 88-in-wheelbase regular model, Diesel engine, 1,500 miles, £650.  
**CAMPBELL SYMONDS AND CO., LTD.**, Forty Avenue, Wembley, Arnold 7771. 775-327

### LEYLAND

**1952 LEYLAND Comet** semi-forward control model, EC02/AR long-wheelbase, fitted with 17-ft. light alloy platform body with headboard, unladen weight 10,900 cwt. Price, £1,100.  
**PLEASE write or call:** J. H. Sparshatt and Sons (Southampton) Ltd., The Causeway, Redbridge, Southampton, Phone, Loiton 2258. 775-6557

**1948 LEYLAND Octopus** 24-ft. 6-in. flat, in excellent condition. Mandale Greystoke 311, Penrith. 775-XA670

**LEYLAND Comet 90**, as new, used only as Leyland demonstrator, recorded mileage under 4,000, full-front cab, 5-speed box, 2-speed axle, fitted Pilot heavy duty hoist and all-steel 7-8-yd. dumper or ballast body, complete to makers specification and with 9.00 by 20 tyres, cellulosed Leyland crimson, list price almost £3,000, offered for immediate delivery, cash or terms, £2,150, Morris, 506-508 Kingston Rd., S.W.20. Phone, Cherrywood 4508 and 1480. 775-169

**1950 LEYLAND Steer** 21-ft. platform body, 900 x 20 12-ply tyre equipment.  
**ARLINGTON MOTOR CO.**, High Rd., Ponders End, Enfield, Middx. Phone, How 1266. 775-435

**LEYLAND 6-wheel Hippo**, choice of six ex-Ministry, from £300, Cardiac Garage, 204 Carlton Rd., Nottingham 52034. 775-XA558

### MAUDSLAY

**THREE** unregistered MAUDSLAY 8-ton Diesel trucks, fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vass, Ltd., Amphil, Bedford. Amphil 5255. 775-870

**1948 (Late) MAUDSLAY Mogul** 7.7 chassis and cab, used only by C-licence operator, in perfect condition.  
**KNIGHTS BROS.**, Fensington, Huntingdon. St. Ives (Hunts) 3325. 775-6543

**1947**, October, MAUDSLAY Mogul Mk. II, A.E.C. 7.7 engine, 18-ft. double-drop-side body, £208, Howard 3922. 775-118

**1950 MAUDSLAY** twin-steer, rebuilt 1957 with replacement engine, axle, gearbox and new Mercury cab, 21-ft. drop-side body, 10.00 by 20 tyres, G. H. Kendrick, Ltd., Carters Green, West Bromwich 0778. 775-155

**1949 MAUDSLAY tractor unit**, 27-ft. trailer, 4-in. line, mechanically sound, bargain, £375, 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 775-257

### MORRIS AND MORRIS-COMMERCIAL

**4 X 4** Unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 775-650

**1948 MORRIS-COMMERCIAL** 5-ton Luton-type van, large capacity, dimensions 10 ft. 6 in. by 6 ft. 6 in. by 8 ft., approximately 900 cu. ft., in exceptional condition, one owner, £395.  
**PENNINGS, LTD.**, 232 Cheetham Hill Rd., Manchester, 8, Bla 9111. 776-6581

**1956 LD2 1-ton MORRIS (Diesel)**, one private owner, excellent condition, unwritten, £495, Phone, Amh 9449. 775-154

**1954 MORRIS MINOR** van, estate car conversion, green, £395.  
**EDWARDS BROS. (SALISBURY) LTD.**, main FORD Dealer, Castle Garage, Salisbury 5301-2-3. 775-262

### PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.

**RELIABLE** used vehicles in stock.

**PALMERSTON COMMERCIAL MOTORS, LTD.**, 75-76 Penryn Rd., Kingston 5018. 775-274

**1949 MORRIS** 5-cwt., very good condition, £125, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 775-388

**1953-4 MORRIS J-type 12-cwt. van**, in exceptionally good condition throughout, £245, Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 775-390

**1955 MORRIS MINOR** 1-ton van, £285

**1954 MORRIS** 10-cwt. van, £265.

**L. M. SPRING**, 108 Alexandra Park Rd., N.10. Enter price 7667. 775-320

### SCAMMELL

**SCAMMELL** 6 x 6 and 6 x 4 tractor units, in first-class order, any examination welcomed.  
**SWORDER (MOTORS)**, Lane End, High Wycombe, Bucks. Phone, Lane End 234. 775-6503

**SCAMMELL** 8-wheel rigid vehicle, 8 tons 4 cwt., special A licence, Metropolitan area, engine recently overhauled, £2,400 o.n.o. Maryland 5329. 775-6559

**3-TON Mechanical Horse**, good tyres, running order, £75, Tilley's, Ltd., Wolverton, Bucks 2242. 776-XB675

**1942 To 1950 SCAMMELL tractor units** in stock, with or without trailers, also Scammell rigid 8-wheelers and 6-wheelers, terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Stevenage 175. 775-172

## Used Goods Vehicles (contd.)

**1944 SCAMMELL tractor**, 6LW Gardner engine, fully floating axle on twin 40 by 8 tyres, 1,600, Kerby Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 775-322

### SEDDON

**1948 SEDDON** long-wheelbase drop-side body, good cab, P6 engine and 5-speed box, £135. Langley Mill 3182. 775-94

**1945 SEDDON** long-wheelbase truck, in working order, £165.  
**1948**, November, SEDDON long-wheelbase drop-side, fitted open-top cattle container, one owner from new, very clean vehicle, £395, Hamblins Garage, Rectory Rd., Rushden 3211. 775-104

**1950 SEDDON** 7-8-ton Diesel, 16-ft. drop-side, tyres good, twin fuel tanks, one C-licence owner only.  
**1953**, December, SEDDON, Diesel, wheelbase, drop-side, repainted, ready for work.

**1954 SEDDON** 7-8-ton Diesel drop-side truck, good tyres and condition, choice of three.

**1955 SEDDON Mk. 51 Diesel** 7-8-ton drop-side, recent replacement engine, good tyres, wide cab, unladen weight 2,190.

**1956 SEDDON Diesel** 7-ton 1,000-cu.-ft. van, replacement engine.

**1956 SEDDON Diesel** 7-8-ton, new platform body, replacement engine.

**CATTLE-HORSE** truck, SEDDON, Diesel, 1954. C repainted grain finish, lift-off container plastic panel in roof, Luton over-cab, small mileage, genuine machine at half list price.

**SEDDON** van, 1949, built-in cab, smart streamline body needs repaint, cheap for quick sale.

**OTHER SEDDON models** available at reasonable prices. Terms arranged with pleasure.

**NEW SEDDONS**, quick delivery all models.

### MIDLAND DISTRIBUTORS

#### RYLAND GARAGE, LTD.

RYLAND STREET,  
 off Broad Street,  
 BIRMINGHAM, 16.  
 Phone, Edgbaston 4501 775-121

**1953 SEDDON** 6-7-ton boxvan, alloy body and cab, one owner good condition, £650, Aerodrome Autos, Aerodrome Rd., Hendon, N.W.4. Sun 0071. 775-112

**1953 SEDDON Diesel articulated**, North West A licence with Scammell semi-trailer; also 1953 Seddon Diesel, 5L chassis, rigid 16-ft. flat, 3 tons unladen weight, North West special A licence. Both vehicles reasonably good condition. Box CM7513, care of "The Commercial Motor". 775-X781

**1954 SEDDON** 7-ton long-wheelbase boxvan lorry, Homalloy body, excellent condition throughout, £650, Coppell Motors, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 1764. 775-215

### WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE  
 Weybridge 2233.

**1955 SEDDON** 25-cwt. drop-side truck, fitted with Perkins P3 engine 29,000 miles, very good condition, £395. 775-351

**1947 SEDDON** 6-tonner, price £225.

**T. AND F. MOTORS, LTD.**, 2a Poole Park, London. N.4. Phone, Archway 4582. 775-271

### THORNYCROFT

**4 X 4** Unregistered ex-W.D. trucks, very good selection, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 775-651

**COOMBS**, main Ford dealers.

**1949 THORNYCROFT** 5-ton long-wheelbase platform truck, very good order throughout, 100% maintained, £235.

**COOMBS SERVICE STATION, LTD.**, By-pass Rd., Guildford. Phone 62962-3-4. 775-269

### Thornycroft Wanted

**WANTED**, Trident, Sturway Special or 4-wheeled Trusty vehicles. Registered not prior to 1950.

**LONGTON REGISTERED EQUIPMENT CO. LTD.**, Longton, Stoke-on-Trent. Phone, Longton 33231. 775-6399

### VULCAN

**1952 VULCAN** 7G, fitted Gardner 4LW Diesel, wooden drop-side tipper, good 36 by 8 tyres, £475.

**E. J. BAKER AND CO. (DORKING) LTD.**, 55-61 London Rd. Chertsey 2391. 775-363

### UNCLASSIFIED

**1953 MORRIS** 5-ton Diesel.

**1949 FODEN** 6-wheeler.

**1948 MAUDSLAY** twin-steer with special A (Yorkshire) licence.

**NEW DODGE** 146 AR6 double-drop-side (choice of two).

### PARRS (LEICESTER), LTD.

ABBEY LAKE, LEICESTER.  
 Phone 61511 (seven lines). 775-80

## Sept. 5, 1958—THE COMMERCIAL MOTOR 43 (Supplement)

## Used Goods Vehicles (contd.)

### JOHN JORDAN.

E.R.F. DISTRIBUTORS, FORD AND COMMERCIAL OFFICIAL AGENTS,  
 MANOR GARAGE,  
 SANDY, BEDS.  
 Phone, Sandy 271 (two lines).

**TOP** price paid for your vehicle in part-exchange. One-third deposit. Immediate H.P. arranged.

**DIESEL** trucks.

**NEW E.R.F.** 44G 4-wheel, 20-ft. platform, £3,122.

**NEW FORD** Trader 6D 7-ton tipper, £1,618.

**1956** Thames E17 long-wheelbase tippers, £585.

**1956** FORD 4D short-wheelbase tippers, £475 each.

**1955** COMMERCIAL T53 long-wheelbase drop-siders, from £925.

**1955** DENNIS STK 15-ft. drop-sider, £425.

**1955** Rebuilt A.E.C. 8-wheeler long-wheelbase alloy tipper, new tyres, taxed, £1,650.

**1945** DENNIS Max, 18-ft. platform, £325.

**1952** SEDDON, Carrimore 21-ft. platform articulated unit, 10-12-tonner, £650.

**1955** MORRIS 3-ton drop-sider, B.M.C. Diesel, normal control, £185.

**1950** DODGE 105, 17-ft. platform.

**1950** VULCAN, 17-ft. platform, £350.

**1949** JENSEN 6-ton, 23-ft. alloy platform, ideal caravan transporter or bulky loads, £345.

**1948** SEDDON 7-ton chassis-cab, £125.

**1945** MAUDSLAY, 18-ft. platform, £175.

**1940** FODEN, 16-ft. platform, £195.

**1940** E.R.F. twin-steering 6-wheeler, light model, fitted 4LW, £425.

**PETROL** trucks.

**1954** BEDFORD A-type 6-ton long-wheelbase drop-sider, £395.

**1954** (Registered) COMMERCIAL QX short-wheelbase tipper, £325.

**1951** COMMERCIAL Q3 13-ft. drop-sider, £125.

**1950** COMMERCIAL QX underfloor 16-ft. 6-in. drop-sider, £175.

**1950** COMMERCIAL Q5 short-wheelbase with breakdown body.

**CHEVROLET** breakdown 4 x 4, twin GAT Wood long jibs, £350.

**VANS**, etc.

**NEW** Thames 15-cwt. forward-control van, £579.

**1956** BEDFORD CA van, as new, £350.

**1956** BEDFORD CA van, £345.

**1955** BEDFORD CA van, £285.

**1949** AUSTIN 3-way, new P4 Diesel, £395.

**1956** FORDSON 10-cwt. van, 16,000 miles, £275.

**BODIES**.

**10-CU.-YD.** steel-body double-steer drop-sider, 18 ft. long, with twin Luton underbody hoist off twice steering Foden, very little used, £150.

**NEW** 4-cu.-yd. steel U-shaped bodies with Edbro 2LN tipping gear, suitable Ford 4D, bargain, £145.

**TRADE** inquiries invited. Open Sunday mornings.

**PHONE** for appointment, please. 775-48

### DOE BROS. (MOTORS), LTD.

MAIN FORD DEALERS,  
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 Phone 535-6.

**1955** Thames long-wheelbase 4D Luton van, 1,000 cu. ft., new engine, axle and brakes fitted May 1958.

**1952** BEDFORD 5-ton long-wheelbase petrol truck, one C-licensed owner, good condition throughout.

**1952** MORRIS-COMMERCIAL 5-ton long-wheelbase Diesel truck.

**1951** DODGE 5-ton long-wheelbase 105AP6 twin telescopic tipping truck, very good tyres, 2-speed axle, very well maintained, records available.

**1950** COMMERCIAL 5-ton long-wheelbase platform truck, petrol engine.

**1948** PROCTOR P6 5-ton long-wheelbase truck, very little used, good condition. 775-6529

### L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS,  
 PERKINS DIESEL SIGNHOLDERS.

**MORRIS** B.M.C. Diesel, short-wheelbase chassis and cab, £1,408 11s. 6d.

**1956** DODGE 123 6-ton tipper, fitted 6-cu.-yd. drop-side steel body, very good and clean condition, £625.

**1955**, September, DODGE 105 P6 trucks, 825 by 20 tyres, choice of two, £650 each.

**1955** A-type BEDFORD Diesel short-wheelbase tipper, £675.

**1950-3** DODGE 105 trucks, very clean, choice of three from £200.

**1950** DODGE 105 truck, fitted Diesel engine, very good tyres, £350.

**1953** BEDFORD 5-ton short-wheelbase tipper, £325.

**1952** DODGE 123 6-ton tipper, fitted Anthony gear on body, £285.

**1** BALHAM HIGH RD., S.W.12. Phone, Bal 2234. 775-38

### Used Goods Vehicles (contd.)

**THE MILLBURN ORGANIZATION.**  
PRESTON, LONGTON, LANCs. 3255-6.  
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AUTHORIZED DEALERS.

**ALBION AND FORD COMMERCIALS**  
IMMEDIATE DELIVERY  
FROM STOCK.

**NEW ALBION** 6-wheel Reiver chassis with Leyland power unit and 8-speed gearbox.  
**NEW Thames** Traders, 5- and 7-ton 6-cylinder Diesel trucks.  
**NEW ALBION** Clydesdale with 6-speed gearbox.  
**OTHER** models from 5 cwt. upwards.

**NEW York** 25-ft. semi-trailers with Scammell couplings, choice of three.  
**1956** ALBION Reiver 6-wheel, double-drive axle, platform body, very fine order throughout.  
**1952** SEDDON with P6 unit, good order.

**1951** ATKINSON 4LK long-wheelbase tipper.

**1949** MAUDSLAY Meritor 8-wheeler, 9.6 A.E.C. power unit, needs some body repairs, good mechanical order, cheap for quick sale.

**1948** SEDDON with P6 unit, good order.

**UNREGISTERED** A.E.C. Matador 4 x 4 petrol unit, all as new and complete with winch.

### FORK LIFT TRUCKS.

SALE OR HIRE.

**A** Number of Rows, Clark and Towmotor, 3,000-14,000 lb. capacity. Write, phone for particulars.

### CRANES.

**MORRIS** Versatile 5-ton mobile crane, electrically operated with Perkins Diesel P4 engine mounted on 4-wheel chassis, all in good condition.  
**N.B.** Motor Auction Sale, Thursday, October 2, 1958.

**MILLBURN MOTORS (PRESTON) LTD.**  
WALMER BRIDGE,  
LONGTON, PRESTON.  
Phone, Longton, Lancs. 3255-6. 775-33

### ROSS GARAGES (SALES) LTD.

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Phone, Cardiff 24671.

ATKINSON AND SEDDON MAIN DISTRIBUTORS.

ROOTES GROUP DEALERS.

NEW VEHICLES FROM STOCK.

**ATKINSON** 8-wheeler, Gardner 6LW, air brakes, double drive, 40 by 8 tyres.  
**COMMER** 7-ton Rootes Diesel, air brakes, 13-ft. 6-in. wheelbase.  
**COMMER** 10-ton Unipower 6-wheel, Rootes Diesel, air brakes, 22-ft. 6-in. long body.

### USED VEHICLES.

**1937** A.E.C. 8-wheeler, 7.7 engine platform.  
**1948** MAUDSLAY 8-wheeler, A.E.C. 9.6 engine platform body.  
**1955** BEDFORD 5-ton tipper.  
**1952** BEDFORD 5-ton platform body. zzz-733

### W. J. BOYES AND SON LTD.

BLenheim GROVE,  
LONDON, S.E.15

**E.R.F.** 6-wheeler, 1949, double drive, fitted works reconditioned 6LW Gardner engine, rebuilt cab.  
**E.R.F.** 4-wheeler, 1946, Gardner 5LW engine.  
**E.R.F.** 4-wheeler, 1949, Gardner 5LW engine.  
**FODEN** 6-wheeler, 1949, Gardner 6LW engine, 22-ft. alloy body.  
**P**hone, New Cross 3111-2-3. 775-258

**VULCAN** lorry, very good condition, first registered 30.4.51.  
**B**EDFORD drop-sider (petrol), fair condition throughout, first registered 25.3.43.  
**A**USTIN A35 van, first registered 1.6.57, in excellent condition, colour green.  
**C**OMMER express delivery van, first registered June, 1957, in excellent condition.  
**M**ORRIS MINOR pick-up truck, in good condition, first registered January, 1955.  
**M**ORRIS 30-cwt. drop-sided truck, registered April, 1955, in excellent condition.  
**B**EDFORD Lewin road sweeper, in good working order, first registered 13.6.40, cheap to clear.  
**T**HORNBYKROFT drop-sided lorry, Diesel, in good working order, fitted with Service engine, well tyred.

**NEWCASTLE (STAFFS) MOTOR CO. LTD.**

NEWCASTLE ROAD,  
TRENT VALE,  
STOKE-ON-TRENT.

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**ROOTES, LTD.**  
OFFER FOR SALE THE LARGEST STOCK OF  
USED VEHICLES  
FROM THIS SELECTION.

**LONDON, W.10.**  
LADBROKE HALL, BARLBY ROAD,  
LAD 3232.

**1958** COMMER Cob, blue, passenger seat, heater, 7,000 miles, £420.  
**1958** COMMER 1-ton Diesel van, primer, 1,000 miles, £260.  
**1958** KARRIER Bantam 3-ton long-wheelbase truck, Diesel, green, 6.50 by 20 tyres, 3,000 miles, £1,050.  
**1958** COMMER 7-ton long-wheelbase truck, Diesel, power steering, air brakes, heater, red, 7,000 miles, £1,775.

**BIRMINGHAM, 18.**  
GREAT HAMPTON STREET,  
CEN 8411.

**1950** COMMER forward-control 5-ton petrol platform, JUE 604, £145.  
**1950** COMMER forward-control 7-ton petrol drop-sider, KOA 699, £165.  
**1951** BEDFORD 5-ton petrol drop-sider, LOG 266, £190.

**MANCHESTER, 15.**  
OLYMPIA, CHESTER ROAD,  
BLA 6677.

**UNREGISTERED** COMMER 5-ton Superpoise 5-cu.-yd. tipper, fitted alloy body, Edbro gear, shop-voiled only, cost £1,450, £1,100.

**1957** February, FORD 10-cwt. van, painted blue, good tyres, good condition, £340.

**1956** May, COMMER 7-cwt. Cob van, good condition, painted thistle grey, good tyres, taxed December, £325.

**1955** February, COMMER express delivery van, good 1 condition, painted red, good tyres, £275.

**1956** June, MORRIS 3-ton van, painted grey, good tyres, good condition, taxed December, £325.

**1953** February, FORD 2-3-ton van, good tyres, painted blue, good condition, £175.

**1952** June, DODGE 2-3-ton van, good tyres, painted blue, good condition, £175.

**ROCHESTER.**  
HIGH STREET,  
CHATHAM 42231.

**1948** AUSTIN 3-way van, brown, one owner, good running order, good tyres, £159.

**1951** AUSTIN 10-cwt. van, green, good condition, good tyres, £240.

**1957** COMMER EDV, grey, one owner, as new, excellent condition, £490.

**1946** COMMER Q3 truck, green, one owner, includes canopy, good running order, £89.

**1953** COMMER 3-4-ton pick-up, one owner, excellent mechanical condition, good tyres, £275.

**1957** COMMER EDV, blue, one owner, as new, excellent condition.

**1945** FORDSON 4-ton van, brown, one owner, £99.

**1953** BEDFORD drop-side truck, good condition, good tyres, £325.

**1953** November, Bradford van, green, mechanically sound, good tyres, £159.

**1950** MAIDSTONE.

LEN ENGINEERING WORKS.  
PHONE 3333.

**1955** BEDFORD Dormobile C/A van, petrol, beige, £390.

**1956** B.M.C. L.D. La. van, Diesel, grey, £475.

**1955** FORD 4D drop-sider truck, Diesel blue, £425.

**CANTERBURY.**

THE PAVILION,  
PHONE 3232.

**1956** AUSTIN 1-ton Diesel van, £625.

**1954** MORRIS Dormobile, £325. 775-115

**TILBURY'S (SOTON) LTD.**

CENTRAL STATION BRIDGE ROAD,  
SOUTHAMPTON.  
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SEDDON DIESEL DISTRIBUTORS.

COMMER MAIN DEALERS (HEAVY).

PART-EXCHANGE ARRANGED.

TERMS, BOTH H.P. AND RENTAL AVAILABLE.

**DEMONSTRATION VEHICLES.**

SEDDON Diesel Mk. 15, fitted with P6 engine, 13 ft. 6 in. wheelbase cab and chassis, 8.25 tyre equipment.

**USED VEHICLES.**

**1956** B.M.C. 7-tonner double-drop-side, fitted with power steering and twin-speed axle, very clean condition.

**1954** November, SEDDON Diesel, Scammell articulated unit, fitted with de luxe cab, indication board, modified K6 engine, one owner, above average condition.

**1953** SEDDON Mk. 5L, fitted with Homalloy body, under 3 tons unladen, excellent condition.

**1950** E.R.F. fitted with 4LW Gardner engine, 17-ft. platform body, very good condition throughout, including mechanical condition.

**1954** (Late) SCAMMELL Scarab, fitted with twin rear wheels, exceptionally good condition throughout.

**1949** COMMER Superpoise Perkins Diesel platform truck, considerably above average condition.

**A** LWAYS in stock, Diesel-engined vehicles between £200-£400. 775-383

### Used Goods Vehicles (contd.)

**W. JONES (MANCHESTER) LTD.**  
RUTLAND STREET GARAGES,  
SWINTON.

**1957** BEDFORD 7-ton articulated, Meadows engine, 23-25-ft. trailer, Scammell couplings, low mileage, £1,425.

**1957** AUSTIN A50 van, new look, clean, 18,000 miles, £450.

**1957** FORD 5-cwt. van, new condition, £345.

**1957** ATKINSON 14-cu.-yd. tipper, 11.3 A.E.C. engine, double-drive, automatic lubrication, £3,900.

**1957** FORD 4D Luton van, approximately 1,150 cu. ft., walk-in tail gate, very clean, £795.

**1956** BEDFORD 5-ton tipper, short-wheelbase, petrol, excellent condition, £495.

**1956** BEDFORD artic. Diesel A type, new 25-ft. trailer with Scammell coupling, practically new engine, £1,095.

**1956** BEDFORD A-type 5-ton long-wheelbase, Diesel, 26,000 miles, specimen vehicle, £695.

**1956** B.M.C. 3-ton, 20-ft. platform, 4-cylinder Diesel, £375.

**1955** BEDFORD long-wheelbase tipper, A type, Homalloy body, excellent machine, petrol, £545.

**1955** COMMER 3-ton boxvan, Baico extension, extended chassis, £395.

**1955** DENNIS Stork, 1,450-cu.-ft. Luton van, low platform loader, 4-cylinder Diesel Seddon, weight under 3 tons, all Homalloy body, £950.

**1955** MORRIS LDI 30-cwt. van, 9,000 miles, as new, £475.

**1955** BEDFORD short-wheelbase tipper, Diesel P6, A type, 825 by 20 tyres, choice of two, £650.

**1955** October, A.E.C. long-wheelbase 8-wheel double-ram Pilot tipper, 9.6 engine, £2,900.

**1955** October, THAMES tipper, short-wheelbase, Perkins P6, metal body, very clean, regularly serviced, £495.

**1954** SEDDON, Diesel P4 engine, roller-shutter sides, very clean, choice of two, £495.

**1954** December, BEDFORD short-wheelbase tipper, steel drop-side body, A-type Diesel, £625.

**1954** MORRIS LDI personnel carrier, 12 seats, 12,000 miles, £475.

**1954** BEDFORD long-wheelbase drop-side truck, clean, £395.

**1954** September, BEDFORD A-type P6 Luton van, walk-in tailgate, approximately 1,450 cu. ft., £925.

**1953** June, FORD 2-ton 4D van, very clean, £425.

**1953** November, SEDDON long-wheelbase tipper, quite sound, £575.

**1953** (Late) BEDFORD truck, long-wheelbase, sideboards, petrol, A-type, choice of two, £395.

**1953** E16 FORD 1,450-cu.-ft. Luton van, platform loader, Perkins P6 Diesel, £725.

**1951** SEDDON articulated, Eaton 2-speed, David Brown box, 23-ft. or 25-ft. trailer, Scammell coupling, £795.

**1949** BEDFORD petrol long-wheelbase truck, to clear, £100.

**1954** September, BEDFORD 30-cwt. van, A-type, petrol, £395.

### USED SPARES ALL VEHICLES.

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GARAGE OPEN DAILY, INCLUDING SUNDAY.

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### RETALS (SERVICES), LTD.

GILDERSOME, NEAR LEEDS.  
PHONE, MORLEY 4321 (eight lines).

**1952** ALBION Chieftain, completely reconditioned, new fibre-glass cab, new 18-ft. double-boarded platform body.

**1957** ATKINSON articulated, 6LW engine, 27-ft. platform body, 9.00 by 24 tyres, 24-volt electrical equipment.

**1957** ATKINSON Steer with 22-ft. 6-in. alloy tipping body, 4-ft. 6-in. high side, Milshaw (twin end-ram tipping gear, 10.00 by 20 tyres, 5LW engine, 24-volt electrical equipment).

**1955** LEYLAND Steer with 18-ft. alloy tipping body, Milshaw twin end-ram tipping gear, 600 engine.

**1954** A.E.C. III with 22-ft. 6-in. alloy tipping body, Milshaw twin end-ram tipping gear, 9.6 engine, double drive, air brakes, 9.00 by 20 tyres.

**1956** FODEN 8-wheel tipper, 22-ft. 6-in. alloy body, Milshaw tipping gear, 6LW engine, 9.00 by 24 tyres.

**SOME** of these vehicles have special A licences. 775-201

**CHARLES WENSLEY AND SONS LTD.**

OFFER THE FOLLOWING:

**1947** BEDFORD 5-ton short-wheelbase tipper, metal body, £170.

**1950** BEDFORD short-wheelbase tipper, wooden body, £180.

**1949** BEDFORD 5-ton long-wheelbase, with chassis extension, 16-ft. 6-in. body, P6 engine, £400.

**1949** BEDFORD 5-ton long-wheelbase tipper, P6 engine, £310.

**1947** AUSTIN 5-ton long-wheelbase tipper, new engine last year, £175.

**1946** MORRIS 5-ton long-wheelbase platform truck, £165.

HIRE-PURCHASE AND INSURANCE ON THE SPOT.

PART-EXCHANGES WELCOMED.

**CHARLES WENSLEY AND SONS LTD.**

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**YORK** Trailers. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today.

**TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

**NEW VEHICLES**

FOR IMMEDIATE DELIVERY:—

**BEDFORD** 7-ton U-shaped steel tipper, R6 engine, Eaton 2-speed axle, 9.00 by 20 tyres, this vehicle is new but registered and unused, £1,950; maker's guarantee.  
**BEDFORD** 6-ton medium-wheelbase (132-in.), Bedford Diesel engine, £1,460.  
**BEDFORD** Martin Walter ambulance mounted on 10-12-cwt. chassis, two stretchers, four or five sitting patients, complete in every detail, registered but unused, £775.  
**BEDFORD** 10-12-cwt. drop-side, separate cab, pick-up truck, £624 11s. 3d.  
**FODEN** 14-ft. 6-in. wheelbase double-drive 8-wheeler, 6LW Gardner engine, chassis and cab and tipping gear, body to purchaser's specification.

**SPECIAL A LICENCE**

SOUTH WALES AND WEST.

**BEDFORD** (June, 1958), Bedford Diesel, medium-wheelbase 6-tonner, 14-ft. 6-in. platform body, £2,200.  
**LEYLAND** Octopus, 1952, long wheelbase, drop-side, in good condition throughout, £3,750.

**LONG WHEELBASE**

**LEYLAND** Octopus, 1951, in exceptionally good condition throughout, works-reconditioned engine fitted six months ago, £2,300.  
**ALBION** 1950 double-drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition, £1,200.  
**E.R.F.** wagon, £500.

**BEDFORD** 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft. in primer, £1,000.  
**ALBION** 1951 Chiefain, lightweight body, wood sides, A good condition throughout, £600.

**GUY** Otter, 1953, P6, 2-speed rear axle, platform body, clean machine, in good mechanical condition, £650.  
**BEDFORD** 1949 long-wheelbase standard 5-ton, fitted with Tiverton cattle truck, Tiverton fold-over under-floor ramp built especially to dismantle to convert to ordinary platform lorry, still a perfect cattle truck and suitable for horses, £400.

**FORDSON** 1953 5-ton long-wheelbase drop-side truck, P6 engine, perfect condition throughout, £350.  
**BEDFORD** 1953 7-ton long-wheelbase petrol drop-side truck, £350.

**FODEN** 1939 long-wheelbase platform, 4LK Gardner, in very nice condition throughout, £350.  
**SEDDON** 1947 long-wheelbase double-drop-side, £275.

**AUSTIN** 1951 3-way vans, quite good condition, choice of three, £100.  
**LEYLAND** Comet long-wheelbase, 1951, normal control, L good condition throughout, 19-ft. platform body, £800.

**MAUDSLAY** 1943 long-wheelbase platform, A.E.C. 7.7 engine, in fair condition throughout, £600.  
**ALBION** 1945 long-wheelbase platform, 4LW Gardner engine, good condition throughout, £200.

**TRAILERS AND ARTICULATED**

**YORK** new 10-ton 25-ft. platform trailers, S.A.E. coupling, 9.00 by 20 tyres, £728.  
**DUNSON** new 15-ton low-loading semi-trailer, 20 ft. in well vacuum brakes, £1,575.

**MAUDSLAY** 1948 tractor unit, fitted with 5LW Gardner engine, S.A.E. coupling, suit above trailer, £700.  
**YORK** new 16-ton, 18 ft. in well, knock-out axle, two-line air brakes, low-loading trailer, £1,294.

**YORK** new 15-ton 16 ft. in well, knock-out axle, vacuum brakes, low-loading semi-trailer, £1,190.  
**AUSTIN-TASKER** 1948 tractor unit, complete with A Tasker 16-ft. 6-in. in-well low-loading semi-trailer, knock-out axle, £750.

**AUSTIN** Loadstar articulator, 1951, petrol, Tasker platform trailer, landing wheels, £400.  
**ALDERSLEY** 10-ton full-trailer low-loader, 12 ft. in well, vacuum brakes, complete with drawbar, knock-out axle, £350.

**MAUDSLAY** tractor unit, 1945, 7.7 A.E.C., £350.  
**SCAMMELL** platform trailer, good condition, £300.

**AUSTIN** 1947 articulated Tasker, platform trailer, landing wheels, £275.  
**BEDFORD-SCAMMELL** 1948 tractor units, choice of two, £100 each.

**MAUDSLAY** 1948 tractor unit, 5LW Gardner engine, in exceptionally good condition throughout, complete with two Tasker tandem-axle 14-ton platform trailers, £1,850.

**ALBION** Chiefain, 1950, fitted with Meadows 4-cylinder Diesel engine, Carrimore close-coupled semi-trailer, 25-ft. platform, 8.25 by 20 tyres all round, good condition throughout, £650. Or with Tasker platform trailer and 16-ft. 6-in. well low-loading trailer, 8-10-ton, £1,350, complete with both trailers.

**TIPPERS.**

**A.E.C.** Mammoth Major 1950 8-wheeler, 9.6 engine, aluminium body, twin front main tipping gear, double drive, recently fitted with fully reconditioned engine, clutch and gearbox, complete machine is in exceptionally good condition throughout, third diff. model, £2,000.

**AUSTIN** 1955 5-ton steel-body petrol tipper, clean condition, £425.  
**BEDFORD** 1954, P6 Diesel, standard wood-body tipper, in good condition throughout, £600.

**MORRIS** 1950 steel-body drop-side tipper, 4-cylinder petrol engine, in good condition throughout, £200; choice of two.

(Continued in next column)

## Used Goods Vehicles (contd.)

**COMMER** 1952 P6 standard wood-body tipper, £400.  
**BEDFORD** 1949 standard 5-ton petrol tipper, good condition, cheap little wagon, £275.  
**SEDDON** 1948 steel-body tipper, rough condition, £150 to clear.

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**FORD** Sussax 8-cu.-yd. tipper with Anthony hoist with P6 engine, fair condition all round, finished in primer, first registered April, 1954, £510.

**BEDFORD** 2.5-ton petrol drop-side truck, reconditioned, low mileage, six new tyres, first registered October 15, 1956, £525.  
**AUSTIN** 4.5-ton forward-control Diesel platform vehicle, good condition, first registered 1956, £735.

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**1955** DODGE short-wheelbase tipper with Diesel engine, 5-speed gearbox, 9.00 by 20 tyres, Eaton 2-speed axle, good order throughout, £675.

**1949** FORD 4D long-wheelbase drop-side truck with tilt, good condition, £450.  
**1954** FORD 4D long-wheelbase drop-side truck with tilt, nice condition, £350.

**1952** DENNIS Centaur long-wheelbase drop-side truck, very clean throughout, £650.  
**1945** COMMER 7-ton long-wheelbase drop-side truck, £150 o.n.o.

**1948** SEDDON long-wheelbase truck in working order, £165.  
November, SEDDON long-wheelbase drop-side, fitted open top cattle container, one owner from new, very clean vehicle, £395.

**BEDFORD** long-wheelbase tipper, alloy body, Perkins P6 Diesel engine, £195.

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**1952** THORNYCROFT Sturdy Star Tr6 direct-injection engine.  
**1953** FORD Sussax, P6, 20-ft. platform body.

**1951** BEDFORD OLCB, P6, 15-ft. platform.  
**1953** ALBION 8-wheel tipper, 6-cylinder Diesel engine, aluminium body.

**1953** RUTLAND Condor, 4-cylinder Meadows Diesel.  
**1953** SEDDON, P6, 5-speed gearbox, 17-ft. platform.

**1950** MORRIS FV, 6-cylinder Saurer Diesel, platform.  
**1955** FORD 4D, Diesel engine, platform.  
**1942** LEYLAND TSC18, E39 engine, 20-ft. platform.

**1953** Guy Otter, P6 engine, platform.

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**1955** Model LEYLAND Comet 8-10-ton long-wheelbase lorry, 19-ft. platform, very clean, £1,250, available with special A licence North West Area.

**1954** ALSTIN forward-control 5-ton long-wheelbase tipper, Pilot twin-ram gear, 15-ft. panel-sided body, only £375.

**1941** Matador 10-ton long-wheelbase lorry, 7.7 engine, with special A licence, 4 tons 15 cwt., North West, only £1,450.

**1942** FODEN 12-ton 6-wheel lorry, long platform, to clear, only 195.

**1951** BEDFORD 5-ton long-wheelbase lorry, with special A licence North West and Northern Areas, £975.

**1952** Model AUSTIN Loadstar 5-6-ton long-wheelbase drop-side lorry, exceptionally clean and good condition, having been owner-driven and maintained and looks as new and has to be seen to be believed, only £195, or available with special A licence Northern and North West Area, £1,000.

**1955** LEYLAND Comet tipper, 8-10-ton, smart and clean, £1,650.  
**1955** BEDFORD 5-ton long-wheelbase lorry, small mileage, one owner, very clean, only £395, or available with special A licence Northern and North West Area, £1,000.

**1951** MAUDSLAY 8-10-ton long-wheelbase lorry, 20-ft. platform, clean and good condition, only £550, available with special A licence North West Area, £1,850.

**1955** BEDFORD 5-ton long-wheelbase tipper, very clean and good condition, one careful owner, only £495, available with special A licence Northern, North West and East Midlands Areas.

**1948** THORNYCROFT Sturdy Diesel 6-ton long-wheelbase lorry, exceptionally clean and good, only £95, available with special A licence most areas.

**1952** THORNYCROFT Sturdy Diesel 6-7-ton long-wheelbase lorry, with special A licence, 3 tons, Northern and North West Area, £1,250.

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**1949** February, SEDDON 5-6-ton long-wheelbase platform, Perkins P6 engine, alloy body and wood floor, high loading board, ex-C licence holder.

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**1949** FODEN FG model, fitted with 5LW Gardner engine, 20-ft. double-drop-sided body, 36 by 8 tyres, complete with 18-ft. Eagle trailer, £800.  
**1952-54** FORDSON E6 hydraulic tippers, steel body, Anthony hoist, choice of nine, £115 each.

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**1954** BEDFORD 7-ton long-wheelbase tipper, almost-new R6 engine, well tired, £575.  
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**1955** BEDFORD short-wheelbase tipper, petrol, £495.  
**1954** BEDFORD 8-ton Scammell unit, Diesel, with 20-in. pole trailer, £575.  
**1952** BEDFORD 10-ton Scammell unit, petrol, £295.  
**1952** BEDFORD 7-ton truck, petrol, £295.  
**1952** BEDFORD 7-ton truck, petrol, £205.  
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**BEDFORD**, 1951, 7-ton petrol, long wheelbase.  
**LEYLAND** Comet, 1955, long wheelbase.  
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**DODGE**, 1956, P6 engine, long wheelbase.  
**DODGE**, 1954, P6 engine, long wheelbase.  
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**1944** A.E.C. Mammoth Major 8-wheeler, 16 tonner.  
**1938** ALBION drop-side, P6 engine, 8 tonner.  
**1948** SEDDON articulator, P6 engine, 12 tonner.  
**1953** ALBION 8-wheeler, 6LW engine, 15 tonner.  
**1950** SEDDON drop-side, P6 engine, 8 tonner.  
**1950** COMMER, petrol, chassis and cab.  
**1948** COMER, petrol, chassis and cab.  
**1953** GUY chassis, 4LK engine, fitted new cattle box.  
**1947** MAUDSLAY drop-side, 10 tonner.  
**1954** LEYLAND Comet, 14 ft. 6 in., 17-cu.-yd. tipper.  
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**1958** THORNycroft 22-ft. milk deck.  
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**1955** BEDFORD 10-12-cwt. van, grey, black, excellent condition, £295.  
**1954** FORD Thames 2-ton Cost Cutter petrol open truck, in good condition throughout, one owner, well maintained, £275.  
**1956** FORD 10-cwt. van, cream, tyres good all round, reconditioned engine fitted, in good condition mechanically, £265. 775-128

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**1954** MORRIS Cowley van, £310.  
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**1952** VULCAN 7-ton long-wheelbase Model 7GF, £585.  
**1954** BEDFORD 7-ton long-wheelbase Diesel, £625.  
**1955** BEDFORD 7-ton long-wheelbase Diesel, £675.  
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**1955** A.E.C. Mercury Mk. I short-wheelbase tipper, steel body, 7.75 engine, 11-ft. 6-in. wheelbase, unladen weight 4 tons 14 cwt.  
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**1954** BEDFORD articulators, good selection with either Tasker or Dyson semi trailers, 22-ft. body.  
**1954** GUY Otter, Perkins P6 engine, Eaton 2-speed axle, 10-ft. 6-in. timber body.  
**1953** SEDDON, Perkins P6 engine, 16-ft. 6-in. body, choice of three.  
**1951** FODEN, Gardner 4LK, 19-ft. body with 18-in. sideboards.  
**1951** THORNycroft, Albion Chieftain engine, 15-ft. 6-in. timber body.  
**1949** A.E.C. Monarch Mark III, long wheelbase, 7.7 engine, 21-ft. timber body.  
**1949** THORNycroft Sturdy, Thornycroft oil engine, 16-ft. 6-in. body, double drive.  
**1948** ALBION CXN Diesel, 18-ft. body.  
**1947** A.E.C. Mammoth Minor, 7.7 engine, 20-ft. timber body.  
**1945** E.R.F. twin steer, A.E.C. engine, 5-speed gearbox, 14-ft. wheelbase.  
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**1956** FORD Thames 4D chassis and cab, fitted all heavy-duty equipment, 25-in. Balco extension, £25 by 20 rear tyres.  
**1954** FORD Thames ET7 platform lorry, fitted Perkins P6, general condition very good.  
**1954** AUSTIN Loadstar Diesel P6 5-ton long-wheelbase platform, heavy-duty equipment, £295.  
**1948** E.R.F. model C14 platform lorry, fitted Gardner 4LW, tyre equipment very good.

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**1946** ATKINSON 6-wheeler, twin drive, Gardner 6-cylinder engine.  
**1955** SEDDON, fitted with Boys trailer axle, 23-ft. body, wrap-round screen, Perkins P6 engine.  
**1952** MORRIS Cowley van, excellent condition.  
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**B** BEDFORD 1956 12-cwt. van. 775-88

**TWO** new and unregistered FODEN 8-wheelers, fitted with 6LW Gardner engine, double-drive rear axles, 9.00 by 20 14-ply tyres, air braking, 24-ft. platform body.  
**ONE** FODEN 1951 8-wheeler, 6-cylinder engine, 24-ft. platform body, 9.00 by 20 tyres, very clean.  
**ONE** 1951 and 1954 FODEN 8-wheel tippers, 6-cylinder engines, fitted with F10 tipping rear, on 9.00 by 20 tyres, wooden 22-ft. bodies, medium wheelbase.  
**1948-50** 4-wheel MAUDSLAYS, 20-ft. platforms, choice of seven.  
**SEVERAL** 1953 to 1955 A.E.C. Mammoth Majors, 8-wheelers, 9.6-litre engine, double-drive rear axles, U-7 Pilot tippers, 21-ft. wooden bodies, 16-ft. 9-in. wheelbase, perfect condition.

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NEW DODGE 7-ton 6-wheel Boys tipper.

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1948 ATKINSON 8-wheel double-drive 21-ft. hydraulic tipper, Edbro gear, 6-cylinder Gardner engine, 40 by 8 tyres.

1950 FODEN 8-wheel double-drive 21-ft. hydraulic tipper, Pilot gear, 40 by 8 tyres, Gardner engine.

1952 FODEN 8-wheel double-drive 22-ft. steel-bodied hydraulic tipper, 2-stroke engine, very clean.

1946 LEYLAND Hippo 6-wheel double-drive 18-ft. steel-bodied hydraulic tipper.

ANY of the above machines can be supplied with a Metropolitan, East Midland or North Western Area special A licence.

1955 Rebuilt E.R.F. twin-steer 16-ft. alloy-bodied hydraulic tipper.

1956 FORD D 12-ft. hydraulic tipper, high sided.

1950 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.

1954 SEDDON 14-ft. hydraulic tipper.

1955 Rebuilt E.R.F. 16-ft. alloy-bodied hydraulic tipper, 5-cylinder Gardner, £750.

1954 BEDFORD long-wheelbase 16-ft. drop-sided truck, R6 engine.

1951 ALBION Chieftain 16-ft. flat.

1949 FODEN 4-wheel, fitted 4LW Gardner engine, 18-ft. flat.

1952 ATKINSON 22-ft. hydraulic tipper, drop-sided body, 40 by 8 tyres.

1956 SEDDON 14-ft. hydraulic tipper, P6 engine.

1955 LEYLAND Comet, 18-ft. alloy body, new engine.

1954 (Late) DODGE 6-ton, 13-ft. drop-sided body, Edbro gear.

1947 A.E.C. 6-wheel 2,500-gal. tanker with pump.

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CHOICE of 50 other trucks, from £50 upwards.

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1951 AUSTIN 5-ton long-wheelbase truck.

1955 BEDFORD 3-ton long-wheelbase truck.

1950 BEDFORD 5-ton tipper.

1947 BEDFORD 5-ton truck.

1954 FORD D4 Cost Cutter truck.

1950 FORD Thames 5-ton, Diesel P6 engine.

1955 DODGE 2-3-ton truck, P4 engine.

1951 (First registered) FODEN 6-wheel, fitted 6LW engine and Duramin platform body.

1956 2-3-ton DODGE, Diesel, P6 engine, perfect condition.

775-193

### CROSSROADS COMMERCIALS, LTD.

GILDERSOME,

NEAR LEEDS.

1952 S-type BEDFORD tractor, P6 engine, complete with 12-ton low-loading trailer, knock-out axles.

15-ft. well, 1200 by 20 tyres.

1948 MAUDSLAY tippers from £300.

1947 SCAMMELL tractor units, ex petroleum company, choice of two.

1946 FODEN 8-wheelers, 6LW, double drive, 40 by 8 tyres, choice of four, £450.

### CROSSROADS COMMERCIALS, LTD.

GILDERSOME,

NEAR LEEDS.

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### COMBERHILL WAKEFIELD GARAGES, LTD.

INGS ROAD, WAKEFIELD, 6051 (FIVE LINES).

### DISTRIBUTORS FOR ATKINSON VEHICLES.

MORRIS-B.M.C. AGENTS.

NEW ATKINSON L1786 (Gardner 6LW) 17-ton 8-wheel

double-drive 24-ft. platform, 40 by 8, air brakes.

NEW ATKINSON L1786/1 (Gardner 6LW) 17-ton

8-wheel, 3,500-gallon Andrews stainless-steel tanker.

NEW ATKINSON T746 (Gardner 6LW) York artic.

3,600-gallon Darham stainless-steel tanker.

NEW ATKINSON M644LW (Gardner 4LW) 7-8-ton,

4-wheel, 15-ft. alloy tipper, Milshaw gear.

NEW MORRIS-B.M.C. 7-ton (5.1 B.M.C. Diesel) chassis-

cabs, all wheelbases available.

NEW MORRIS Type 711 7-ton (B.M.C. 5.1-litre),

12-ft. 6-in. wheelbase, chassis-cab, £1,408.

NEW MORRIS J2, all models now available for delivery

from stock, 15-cwt. vans, pick-ups and Minibus.

AUSTIN 7K (B.M.C. 5.1-litre) 7-ton 4-wheel

Pilot tipper, 15-ft. timber body, 9.00 by 20.

1957 FODEN OG4-9 (Gardner 4LW) 6-7-ton 4-wheel

4-wheel long-wheelbase chassis-cab, £25 by 20.

1957 ATKINSON (Gardner 6LW) York artic, 27-ft.

platform, Yorkshire special A.

1956 SEDDON 14-ft. platform, B20 tyres, choice two.

1956 ALBION Clydesdale FT101 (Diesel) 8-10-ton

4-wheel 21-ft. platform, Northern special A.

1956 AUSTIN K7 (B.M.C. 5.1-litre) 7-ton 4-wheel

17-ft. drop-sider, 9.00 by 20.

1956 BEDFORD S-type (Perkins R6 Diesel) 7-ton

4-wheel 16-ft. platform.

1955 DENNIS Centaur (Diesel) 7-8-ton 4-wheel

19-ft. drop-sider, 9.00 by 20 tyres.

1955 BEDFORD S (Perkins R6) 7-ton 4-wheel 15-ft.

new Milshaw alloy tipper, 9.00 by 20.

1955 SEDDON 5L (Perkins P6) 6-7-ton 4-wheel

new Milshaw alloy tipper, 14-ft. timber body.

1954 DODGE Kew (Perkins P6) 6-7-ton 4-wheel new

Milshaw tipper, 14-ft. timber body.

1953 47 E.R.F. Type 1 (Gardner 5LW) 7-8-ton

18-ft. platform, 9.00 by 20, choice two.

1953-51 ATKINSON L1586 (Gardner 6LW) 15-ton

8-wheel 24-ft. platform, 40 by 8, choice of two.

1953 ATKINSON L1586 (Gardner 6LW) 8-wheel

new Milshaw tipper, 23-ft. timber-alloy body.

1953 ALBION HD55L (11-litre Diesel) 9-10-ton

4-wheel 20-ft. drop-sider, choice five.

1951 50 ALBION HD57L (9.6 Diesel) 15-ton 8-wheel

25-ft. platform choice two, 9.00 by 20.

1951 LEYLAND Octopus (reconditioned 9.8-litre)

8-wheel new Milshaw tipper, 22-ft. timber

body.

YORK TRAILER DISTRIBUTORS.

COMPLETE DETAILED LIST AVAILABLE.

HIRE-PURCHASE FACILITIES.

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NEW GUY Warrior, 15-ft. 9-in. wheelbase, chassis-cab.

NEW DODGE 3126 AP, chassis-cab.

NEW DODGE 3146Y, chassis-cab.

1956 DODGE 146A/R6 18-ft. drop-side truck, £875.

1955 FORDSON 4D 4-cu.-yd. standard tipper, £525.

1951 COMMER 7-ton QX 17-ft. light-alloy drop-

side, clean, £365.

1952 FORD L6 long-wheelbase truck, P6 engine,

£250.

1956 YORK 17-ton 25-ft. tandem trailer, £875.

1942 SCAMMELL 8-ton 18-ft. trailer, £150.

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PETERBOROUGH.

Phone 6161.

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### SIMPSON MOTORS (WEMBLEY), LTD.

345 HIGH ROAD,

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1948 3-horse 3-groom horsebox with Harrison coach-

work, good condition.

1951 STANDARD Vanguard estate.

1947 ALBION furniture van, 680 cu. ft. choice of

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1947 COMMER van, 30 cwt.

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1949 FORD 10-cwt. van; choice of three.

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1949 STANDARD Vanguard estate car; choice of

two.

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### P.L.P. MOTORS, LTD.

SHOWROOMS AND SALES CONTROL.

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1957 10-12-cwt. van, very clean condition, colour

black, extra seats, £400.

1956 10-12-cwt. BEDFORD van, colour black, good

condition, £400.

1955 AUSTIN A40 Countryman, radio, heater, £425.

1953 FORDSON van with side windows, good condition,

£180.

1952 BEDFORD long-wheelbase drop-side lorry,

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1943 AUSTIN 5-ton short-wheelbase tipper, £65.

NEW BEDFORD 10-12-cwt. van, available from stock.

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### GARLICK, BURRELL AND EDWARDS, LTD.

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188 REGENT ROAD,

LIVERPOOL, 20.

### FOR YOUR COMMERCIAL VEHICLE

REQUIREMENTS.

### TRACTORS.

1956 BEDFORD 10-ton R6 Diesel tractor unit with

Scammell coupling, £750.

1956 October, DODGE tractor unit, P6, 5-speed

gearbox 2-speed axle, Scammell coupling, 750

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1955 BEDFORD 10-ton Scammell tractor unit with

Meadows Diesel engine, in good condition,

£685.

1954 BEDFORD 10-ton R6 Diesel tractor unit with

patented Fox Scammell attachment, which will

accept either Scammell S.A.E. king-pin or Scammell

attachment, £550.

1948 COMMER QX 8-ton petrol tractor unit with

Hands attachment, excellent tyres, £65.

### TIPPERS.

1954 BEDFORD 7-ton R6 long-wheelbase tipper,

(win-ram tipping gear, excellent double-drop-

sided tipping body, 14 ft. 6 in. long, exceptional condition,

£875.

### TRUCKS.

1957 B.M.C. platform lorry, Diesel, B.M.C. power

steering, 2-speed axle, 900 by 20 tyres, 3-piece

wheel, in grey primer and reconditioned throughout,

£1,025.

1957 June, BEDFORD 5-ton long-wheelbase normal-

control platform truck with Bedford own 305

cu.-in. Diesel engine, standard tyre equipment, in excel-

lent condition with brand-new 15-ft. body and with high-

loading board, £885.

1950 DENNIS Max Diesel long-wheelbase platform

truck, 3-speed gearbox, 900 by 20 tyres, good

clean machine, £325.

1954 BEDFORD petrol 5-ton long-wheelbase platform

truck, £265.

1954 BEDFORD 5-ton long-wheelbase drop-side

truck, petrol, £225.

1948 COMMER QX 7-ton long-wheelbase drop-side

lorry, ready for immediate use, £75.

1956 September, BEDFORD 5-ton P6 long-wheel-

base chassis-cab, £775.

1957 BEDFORD 5-ton Diesel long-wheelbase chassis

and cab, £780.

1957 April, BEDFORD 5-ton long-wheelbase P6

Diesel chassis-cab, £780.

1947 BEDFORD 5-ton long-wheelbase petrol flat-

platform truck, £150.

1946 BEDFORD 5-ton long-wheelbase petrol platform

truck, in above-average condition, £120.

### VANS and conversions.

1956 July, 10-12-cwt. van, maroon, in good condition

£250.

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in excellent condition, £265.

1950 COMMER 25-cwt. van, in good condition,

excellent tyres, £110.

1955 October, AUSTIN A40 pick-up, immaculate

condition, fitted with heater, excellent tyres,

£265.

1955 March, AUSTIN A40 pick-up, in excellent

condition, fitted with heater, £225.

1954 BEDFORD Dormobile, £275.

1956 BEDFORD Kenex Roadmaster, in pearl grey

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**FERRARIS OF CRICKLEWOOD, L. TD.**  
200-220 CRICKLEWOOD BROADWAY,  
N.W.2.  
Gladstone 2234-5-6-7.

#### AUSTIN.

- 1955 AUSTIN A30 van with raised roof.  
1949 AUSTIN A40 pick-up.

#### DODGE.

- 1951 DODGE 6-ton boxvan with 2-speed axle.  
1954 DODGE 5-ton P6 long-wheelbase truck; also 1948-51 petrol and Diesel models.  
1952 DODGE 102AP 10-ton articulator, complete with platform trailer.

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- 1956 FORDSON 5-cwt. van.  
1956 FORDSON 7-cwt. van.  
1955 FORDSON 10-cwt. vans; choice of several.  
1951 FORDSON 10-cwt. Luton van.  
1956 FORDSON 3-ton 950-cu.-ft. Luton, new body. Cost Cutter engine.  
1956 FORDSON 4D Diesel tipper.  
1955 FORDSON 4D 1,350-cu.-ft. Luton.

#### MORRIS.

- 1952 MORRIS 10-cwt. Cowley pick-up.  
1957 15-cwt. J2 van.

#### VOLKSWAGEN.

- 1956 VOLKSWAGEN van, in blue.

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DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE 106AP6 platform, October, 1954, Diesel, good condition, H.D. equipment, repainted.  
DODGE 101 5-ton trucks, platforms and vans, Diesel and petrol, cheap to clear.  
FORD (new) Trader 5-ton chassis and cab, 152-in. wheelbase, H.D. frame.  
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- FORD 1955 4D 4-yd. drop-side tipper, £425.  
FORD 1951 4D 3-ton long-wheelbase truck, £375.  
BEDFORD, October, 1953, A-type 5-ton boxvan, roller shutters side and rear, immaculate, £445.  
FORD 1952 4D 2-ton van, £325.  
FORD 1952 P6, six wheels, double-drive, 7-8-tons, flat, £275.  
TROJAN 1953 P3 van, £295.  
BEDFORD 1951 2-ton truck, £165.  
FORD 1949, P6, long-wheelbase, £165.  
FORD 1951, P6, 5-ton long-wheelbase, £265.  
VARIOUS other second-hand vehicles too numerous to mention. Please inquire.

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### FORD AND SLATER, L. TD.

THE vehicles advertised have been conditioned up to our well-known standard and are covered by our USED GOODS VEHICLES WARRANTY.

SIGNED by a director of the company.

- 1957 LEYLAND Comet, large-capacity tipper.  
1954 SEDDON flat, fitted reconditioned P6 engine.  
1953 DODGE 5-ton P6 flat.  
1954 BEDFORD 7-ton R6 long-wheelbase timber tipper.  
1954 COMMERCIAL Q4, P6, long-wheelbase drop-side truck.  
1955, August, AUSTIN P6 tipper.  
1942 LEYLAND Beaver flat-platform lorry, first-class condition.  
1949 COMMERCIAL Q4 5-ton van.  
1956 October, B.M.C. 7-ton flat.  
1943, October, E.R.F., 5LW Diesel engine, double-drop-side truck.  
If the vehicle you require is not amongst the above, please contact us as our stocks are constantly changing.

### FORD AND SLATER, L. TD.

GWENDOLEN ROAD, LEICESTER.  
Phone 36117-9.

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### Used Goods Vehicles (contd.)

PLEASE NOTE OUR NEW ADDRESS.

### S. HUGHES (COMMERCIAL), L. TD.

LODGE GARAGE, WHITEHALL ROAD WEST,  
GOMERSAL, NEAR LEEDS.  
Dudley Hill 1144 (six lines).

OFFER FOR IMMEDIATE DELIVERY  
NEW A.E.C., LEYLAND, ALBION, FODEN, E.R.F.  
AND THORNycroft VEHICLES.

### 200 SECOND-HAND COMMERCIAL VEHICLES.

INCLUDING:—

- 1954 A.E.C. 8-wheeler, 9.6, double drive, immaculate.  
1954 ALBION 8-wheeler, 11.3, double drive, 24-ft. flat.  
1954 ATKINSON, 5LW, twin steer; choice of two.  
1953 FODEN 2-stroke, fitted latest Mark V engine.  
1950 FODEN 8-wheel tipper, new alloy body and tipping gear, first-class machine.  
1956 ALBION Reiver long-wheelbase, Leyland Comet engine, immaculate; choice of two.  
1954 BEDFORD A type medium-wheelbase tippers, very good condition; choice of three.  
1952 ALBION H.D. 6-wheeler tipper, very good order.  
1953 DODGE R6 long-wheelbase, very clean.

A Number of 6- and 8-wheel tippers from 1948 onwards.

LARGEST stocks in the North of England.

SEND for detailed list, spares for all types of commercial vehicles.

NIGHT phone, Mirfield 3183, 2160.

SPARE parts depot, Bradford 64331-4.

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SCOTLAND, A. L. K. Simpson, Dunblane 2273, 775-240

### MAYFAIR GARAGES (TAMWORTH), L. TD.

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FAZELEY, TAMWORTH, STAFFS.  
Phone, Tamworth 1396.

THE COMMERCIAL MOTOR SPECIALISTS,  
OFFER THE FOLLOWING

### CAREFULLY SELECTED USED VEHICLES.

- DODGE, 1956, metal-bodied tipper, 9 ft. by 3 ft., Perkins P6 engine, very good condition.  
BEDFORD 5-ton long-wheelbase petrol tipper, rebuilt 1955, 13-ft. wooden body, in sound condition.  
SENTINEL 1950 Light 6-wheeler with 21-ft. drop-side body, servo brakes, 4-cylinder D.I. engine, in excellent condition, tyres very good.  
AUSTIN long-wheelbase 5-ton twin-ram end tippers.  
A fitted Perkins P6 engines, good tyres and general condition, 14-ft. drop-side bodies, choice of two.  
MAUDSLAY Mustang, 1948, fitted A.E.C. 7.7 engine, 5-speed gearbox, 20-ft. platform body, in very good condition.  
SENTINEL 4-wheel twin-ram end tipper, 13-ft. 6-in. drop-side body, 1953, fitted 4-cylinder D.I. engine, servo brakes, good condition.

### PART-EXCHANGES. HIRE-PURCHASE.

#### INSURANCE.

775-156

### BRADSHAW'S.

FOLD MAIN DEALERS.

### USED COMMERCIALS.

- 1952 COMMERCIAL 5-ton tipper, reconditioned engine, very clean, £350.  
1951 VULCAN 8-ton platform truck, 4LW engine, £475.  
1948 THORNycroft Sturdy drop-side truck, £250.  
1948 DENNIS 5-ton tipper, P6 engine, £300.  
HIRE-PURCHASE and exchanges arranged.  
MARSH LANE, Preston. Phone 4083.

775-230

### PERCY D. SLEEMAN, L. TD.

LONDON COMMERCIAL DEALERS.

- NEW COMMERCIAL Rootes Diesel, long wheelbase, air brakes, drop-side truck, with special A licence.  
NEW COMMERCIAL tractor, Scammell coupling, air brakes, Rootes Diesel.  
NEW COMMERCIAL Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform, painted, price £2,712.  
NEW COMMERCIAL 14-ton forward-control light Diesel super-capacity van.  
NEW COMMERCIAL express delivery van.

- 1957 DODGE QR6 Mk. II, 17-ft. 6-in. body.  
1954 DODGE R6, Mk. II engine, 18-ft. body, Met. A licence.  
1953 BEDFORD 5-ton long-wheelbase.  
1956 Vanguard 15-cwt. van, excellent condition.

### 38 Uxbridge Road,

EALING, W.S.

Phone, Ealing 7987; Uxbridge 5022.  
After hours, Western 1321.

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### Used Goods Vehicles (contd.)

### BEECH'S GARAGE (HANLEY), L. TD.

DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

NEW BEDFORD 7-ton short-wheelbase tipper, Diesel, U-shaped steel body, 9.00 by 20 tyres, 2-speed axle, immediate delivery.

1955 LEYLAND Octopus 8-wheeler, 24-ft. alloy platform body, double-drive axles, full air pressure brakes, in very good condition.

1940 FODEN twin-steer, 5LW Gardner engine, 20-ft. platform body, in fair condition throughout.

A.E.C. 6 x 6 Diesel 2,500-gal. refueller, 13.50 by 20 tyres, reconditioned for M.O.S., as new.

A.E.C. Matador 4 x 4 fixed-sided lorries, ex-W.D., power-operated winch, 13.50 by 20 tyres, in excellent condition; choice of two.

A.E.C. 6 x 6 chassis and cab, ex-W.D., 7.7-litre engine, 13.50 by 20 tyres, single giant, in excellent condition.

1953 FODEN 6-tonner, Gardner 4LK engine, 5-speed gearbox, 34 by 7 tyres, 16-ft. 6-in. platform body, in very good condition.

1953 FODEN twin-steer, Gardner 5-cylinder engine, 21-ft. drop-side body, D20 tyres, in very good condition.

1948 BEDFORD O-type Scammell tractor, 20-ft. platform trailer, P6 engine, in very good condition.

1953 SEDDON 6-tonner, 16-ft. platform body, P6 engine, 8.25 by 20 tyres, special A licence North Western area, 2 tons 19 cwt.

1942 E.R.F. 4-wheeler, 5-cylinder Gardner engine, 18-ft. platform body, complete with special A licence Metropolitan area 5 tons unladen weight.

1950 E.R.F. 8-wheeler, 24-ft. drop-side body, double-drive axles, 10.00 by 20 tyres, in good condition.

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HOPE STREET, HANLEY, STOKE-ON-TRENT.

S.-on-T. 25249 and 25240. 775-425

### WHALEBONE MOTORS, L. TD.

COMMERCIAL VEHICLES AND SPARES.

239-241 HIGH RD., CHADWELL HEATH, ESSEN.

Phone, Seven Kings 5282.

1953 DENNIS Horia Diesel artic. units, several Scammell trailers for same.

1955 3-ton 4D FORD van.

1955 30-cwt. SEDDON Diesel van.

1952 5-ton BEDFORD vans, roller shutters, side loading.

1947 ALBION 8-wheeler, reconditioned engine, double drop with special A licence Metropolitan area.

1947 4-wheelers, A.E.C., E.R.F., Foden, etc., box vans and flats.

25-TON Easle low-loading trailer, 1400 by 20 tyres, 18-ft. by 8-ft., full airbrakes, Scammell coupling.

SEVERAL 6- and 8-wheelers in stock.

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### PRALLS (HEREFORD), L. TD.

COMMERCIAL VEHICLE SPECIALISTS.

ATKINSON. AUSTIN. DODGE. FORD.

1954 AUSTIN 2-ton Lodestar drop-side truck.

1954 November, BEDFORD, 7-ton, R6 Diesel, 17-ft. alloy platform body.

1953 AUSTIN Lodestar 5-ton, P6 engine, 14-ft. drop-side body.

1950 DENNIS Jubilant rigid 8-wheel, 24-ft. platform body.

1954 DODGE 7-ton Diesel short-wheelbase tipper.

1949 MAUDSLAY Mogul 7-8-ton chassis-cab, 7.7 A.E.C. engine.

775-160

### BIRMINGHAM COMMERCIAL OFFER:—

1957 ALBION short-wheelbase tipper.

1955 BEDFORD 7-ton long-wheelbase, special A.

1955 BEDFORD 5-ton long-wheelbase, special A.

1955 BEDFORD 7-ton long-wheelbase tipper.

1950 DODGE 6-ton long-wheelbase, special A.

1951 FODEN 6-wheeler, special A.

1952 FODEN 8-wheeler, special A.

1950 FODEN 4-wheeler flat, 4LK engine.

### 560 COVENTRY ROAD,

SMALL HEATH,

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 775-145

### SHELDON MOTOR SERVICES.

2119 COVENTRY ROAD,

SHELDON, BIRMINGHAM, 26.

Phone, Sheldon 4386-7-8.

AUSTIN 2-3-ton Loadstar trucks, choice of two, £185 each.

AUSTIN 3-way vans, all good runners, from £50.

BEDFORD 2-3-ton truck, very sound order, £90.

COMMERCIAL, 1955, Q3, fitted Perkins P6, 3-4-ton truck, £375.

COMMERCIAL, 1955, Q4, 5-6-ton long-wheelbase truck, £295.

FORDSON 4D tipper, wooden drop-side body, £400.

TERMS. Exchanges.

775-256

## Used Goods Vehicles (contd.)

**COUNTY OAK SERVICE STATION, LTD.**  
VAUXHALL-BEDFORD MAIN DEALERS,  
LONDON ROAD, CRAWLEY, SUSSEX.  
Phone, Crawley 25475-6-7.

**NEW** 7-ton long-wheelbase BEDFORD, 16-ft. double-dropside truck body.

**BEDFORD** 1950 10-12-cwt. van, very clean, £140.

**BEDFORD** 1947 long-wheelbase truck, £125.

**COMMER** 1955 15-cwt. Superpoise van, immaculate condition, one owner, £360.

**AUSTIN** 1947 2-ton meat van, £175.

**AUSTIN** 1948 2-ton 3-way loader van, £165.

**FORD** 1951 ET6 5-ton tipper, new engine, good tyres.

**FORD** 1952 ET6 5-ton meat van, £200.

775-267

## THE NIGHTINGALE ENGINEERING CO., LTD.

**NEW** ATKINSON L1786 double-drive chassis-cab, immediate delivery.

**NEW** ATKINSON L644 LWL chassis-cab, immediate delivery.

**1958** (Registered) FODEN 6-wheeler platform, double drive, 40 by 8 tyres, small mileage, choice of two.

**1955** ALBION Clydesdale, 20-ft. platform, good mechanical condition; choice of two.

**WESTERN** LANE, London, S.W.12. Battersea, 2193.

775-275

**FODEN**, 6LW engine, 24-ft. box body, roller shutter, 3-way loader, one owner, C licence, very clean, separate cab, £450.

**FODEN** 6-wheeler Twin Steer, 4LW engine, one C licence owner, platform body, very good mechanically, £250.

**1943** SCAMMELL Rigid 8-wheeler, 6LW engine, platform body, very good mechanically, £450.

775-445

**MYERS COMMERCIALS, LTD.**, Olympia Buildings, Bradford. Phone 31726. New and used vehicles.

775-276

**TWO** 1953 FORD Perkins vans, off contract.

**1955** ERF, 12-ton 6-wheel Luton, fitted Tecalett chassis lubrication.

**BEAZLEY TRANSPORT**, 67 Church Rd., N.W.10. Phone, Willesden 3149.

775-6504

**1948** LEYLAND 8-wheeler, 3,000-gal. tank.

**1948** THORNCROFT 8-wheeler, 3,000-gal. tank.

**1942** SCAMMELL, 6LW, tractor.

771-21

**ALL** ex-petrol company and in good order.

**BRIGGS GARAGE**, Whitehall Rd., Drighlington, near Leeds. Phone, Drighlington 513.

775-6572

**1956** ALBION Reiver platform, fitted with Leyland Comet engine.

**1951** ALBION CXIN model with 14-ft. steel body.

**1953** BEDFORD 7-ton long-wheelbase petrol tipper.

**1954** BEDFORD 7-ton long-wheelbase Diesel tipper.

**1949** BEDFORD 5-ton long-wheelbase petrol tipper.

**1957** DODGE articulator with 24-ft. York trailer.

**1954** LEYLAND Comet articulator with 23-ft. Scammell trailer.

**1952** FODEN 8-wheel platform with Foden engine.

**H.P.** And insurance facilities available.

**WINGWORTH SERVICE STATION, LTD.**, Derby Rd., Wingworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833.

771-21

**SPARSHATT** offer:—

**1955** B.M.C. 5-ton Diesel chassis-cab, fitted with new 1,100-cu.-ft. Luton van body, finished in primer, £1,100.

**1955** MORRIS 14-ton 340-cu.-ft. van, £485.

**1954** SEDDON 25-cwt. Diesel platform truck, £390.

**H. SPARSHATT AND SONS, LTD.**, London Rd., J. Hulse, Portsmouth. Phone, Portsmouth 69361.

775-293

## DAGENHAM MOTORS, LTD.

**1952** FORD 2-ton vans, 4D engines, choice of several, £275.

**1952** ET6 converted 4D artic. and trailer, £250.

**1954** BEDFORD 7-ton Mk. II R6 long-wheelbase chassis-cab, £485.

**1956** AUSTIN Omnivan, £435.

**1958** 5-cwt. van, FORD, green, seat, heater, £375.

**374** EALING RD., Alpertons, Middx. Phone, 778-6590.

778-6590

## KIRKHAM'S COMMERCIAL MOTORS.

**£475.** 1954 model BEDFORD 5-ton Diesel long-wheelbase tipper, Homalloy body, as new, one owner.

**£325.** 1953 BEDFORD 7-ton long-wheelbase tipper, \*twin-ram Homalloy body, as new, one owner.

**£525.** 1955 BEDFORD 5-ton long-wheelbase twin-ram tipper, as new.

**£175.** 1948 SEDDON 6-7-ton platform lorry, as new.

**£185.** 1950 Series BEDFORD 2-ton Luton furniture van, as new, one owner.

**£325.** 1954 BEDFORD 2-ton boxvan, as new, one owner.

**82** HILTON ST. Lr., Broughton, Salford, 7. Phone, Broughton 2316, 2437.

775-214

## Used Goods Vehicles (contd.)

**SOUTHERN COUNTIES GARAGES, LTD.**  
HIGH STREET, CRAWLEY, SUSSEX.  
Phone 25666.

**AUSTIN AND FORD COMMERCIALS.**

**A** New AUSTIN 1-ton van and pick-up in stock.

**OFFER** the following vehicles, mostly carrying three months written guarantee:—

**1957** AUSTIN 152 van, low mileage, £495.

**1950** BEDFORD 5-ton cattle truck (container type), £295.

**1955** FORD 10-cwt. van with windows, £275.

**1955** FORD 4D 2-3-ton short-wheelbase drop-side truck, £425.

**1956** FORD 10-cwt. van, one owner driver, £315.

775-285

## SPURLING CITY DEPOT OFFER:—

**1956** BEDFORD Utilibrake 12-seater, good condition.

**1956** AUSTIN A40 gown van.

**1952** BEDFORD 2-3-ton long-wheelbase boxvan, roller-shutter rear.

**HIRE-PURCHASE. PART-EXCHANGES.**

**176-9 S SHOREDITCH HIGH STREET,**

LONDON, E.1.

Phone, Shoreditch 8433.

775-298

**W. HAROLD PERRY, LTD.**, offer the following selection of used vehicles:—

**1955** 56 Thames 5-cwt. vans, excellent condition, £300.

**1956** Thames 7-cwt. vans, excellent condition, £355.

**1956** FORDSON 10-cwt. van, excellent condition, £265.

**1956** November, A35 van, as new, £355.

**1956** A40 van, £355.

**1956** December, AUSTIN Omnivan, 15-cwt. resprayed, £425.

**1954** October, AUSTIN 2-3-ton Diesel, boxvan, repainted, £445.

**1956** STANDARD 6-cwt. van, excellent condition, £300.

**1957** BEDFORD Utilibrake, 15,000 miles, 2-tone blue, excellent condition, £475.

**W. HAROLD PERRY, LTD.**, main FORD dealers, Invicta Works, North Finchley, N.12. Phone, Hillside 8888.

775-300

**WELCH'S TRANSPORT, LTD.**, Stapleford, Cambridge (phone, Shelford 3011), have the following vehicles surplus to requirements. Any reasonable offer accepted.

**1947** FODEN DGG-15 8-wheeler, 24-ft. flat platform body on 40 by 8 tyres.

**1939** FODEN DGG-15 8-wheeler, almost-new cab, 22-ft. flat platform.

**1946** DENNIS Max, 18-ft. platform body.

**1947** DENNIS Max, 17-ft. platform body.

**1946** VULCAN P6 boxvan on 36 by 8 tyres.

**THREE** 1950 MORRIS TV petrol-engine 16-ft. 6-in. bodies.

**1948** ALBION FT3, petrol engine, 1,100 cubic capacity van body.

**SEVERAL** second-hand and reconditioned Perkins P6 and K6 engines.

**1955** AUSTIN A40 10-cwt. vans, choice of three low-mileage vehicles, from £305.

**1957** AUSTIN A50 10-cwt. van, heater, 17,000 miles, B.M.C. warranty, £495.

**1957** COMMER Cob van, 8,300 miles, £395.

**G. E. TUNBRIDGE, LTD.**, Tunbridge Wells 3416.

775-59

## SPA GARAGES (LEEDS), LTD.,

MEANWOOD ROAD, LEEDS, 7.

Phone 34884.

**1955** ALBION Chieftain, long wheelbase, £1,250.

**1950** LEYLAND Comet, long wheelbase, good condition, £750.

**1950** ALBION Chieftain tipper, medium wheelbase, fitted Hydro-Vac, excellent condition, £725.

**1951** COMMER long-wheelbase Superpoise, Perkins P6, excellent condition, £295.

**1951** AUSTIN Loadstar Luton van, petrol, £225.

**H.P.** Accounts settled. Part-exchanges, H.P. arranged.

775-312

**1954** AUSTIN A40 gown van, one owner, excellent condition, guaranteed, £325.

**1948** ALBION 6-ton drop-side long-wheelbase truck, new engine, good tyres, £375.

**1953** BEDFORD 5-ton tipper, new engine, four new rear tyres, guaranteed, £370.

**1952** BEDFORD 2-ton boxvan, good condition, £185.

**1956** FORD 7-cwt. van, green, one owner, £320.

**1954** FORD 10-cwt. van, resprayed, new engine fitted, £265.

**1957** FORD 5-cwt. van, one owner, 13,000 miles, £350.

**1954** MORRIS J-type personnel carrier, excellent condition, guaranteed, £390.

**NEW** 7-ton Thames Trader 160-in.-wheelbase drop-side truck.

**CHOICE** of new light vans in stock.

**CAMPBELL SYMONDS AND CO., LTD.,**

FORTY AVENUE, WEMBLEY.

Arnold 7771.

775-325

## Used Goods Vehicles (contd.)

**BLACKBIRD HILL GARAGE, LTD.**  
BLACKBIRD HILL, KINGSBURY, N.W.9.  
Phone, Colindale 6134.

## COMMERCIAL VEHICLE CENTRE.

**1957** FORD 5-cwt. van, extra seat, £315.

**1954** FORD 10-cwt. van, £150.

**1954** A40 Countryman, £400.

**1957** BEDFORD CAV van, £380.

**1955** AUSTIN A40 van, extra seat, £320.

**1951** AUSTIN A70 van, new engine, £200.

**1958** AUSTIN A35 pick-up, £495.

## NEW

**EARLY** delivery of all Austin, Morris and Ford commercial vehicles.

**IMMEDIATE** delivery AUSTIN 152 Omnivan, choice of colours; also Austin 152 Omnicoach.

**IMMEDIATE** delivery FORD 7-cwt. van; new Thames Trader 3-ton long-wheelbase truck.

**TWO** new A35 vans in stock, colour green.

775-440

## MAYDAY MOTORS, LTD.,

DODGE DISTRIBUTORS.

**1955** Thames 4D, complete truck in first-class condition, £495.

**1955** 6-ton DODGE tipper, Model 103, P6 Perkins Diesel, 6 cu. yd. drop sided, hollow plank constructed light-alloy body, in first-class condition, £425.

**1957** Thames Trader 4D 5-ton trucks, long-wheelbase 15-ft. 6-in. drop-side body, choice of three in first-class condition, at £960.

**MAYDAY** RD., Thornton Heath, Croydon. Thornton Heath 3473.

775-321

**PEERLESS MOTORS, LTD.**, Bath Rd., Slough. Phone 25121.

**1949** BEDFORD long-wheelbase, fair vehicle, £75.

**1949** COMMER, tidy vehicle, £95.

**1952** BEDFORD tipper, 7-cu.-yd. steel body, sound order, choice of three from £325.

775-396

**1956** B.M.C. 7-ton long-wheelbase drop-side truck, excellent condition, one owner driver, £825.

**1953** MORRIS-COMMERCIAL 5-ton (Diesel engine and overdrive), normal control, short-wheelbase tipper, good condition, choice of three from £210.

**1949** COMMER QX 7-ton long-wheelbase drop-side truck, £125.

**1947** MAUDSLAY 4-wheeler, long wheelbase (A.E.C. 7.7 engine), bargain, £225.

**ERRINGTON**, Evington, Leicester. Phone 38102-3.

775-436

**1952** LEYLAND Octopus 8-wheel chassis and cab.

**1952** LEYLAND Octopus 8-wheel van.

**1954** BEDFORD A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

**1953** BEDFORD A model 5-ton long-wheelbase drop-side truck, Perkins P6 engine.

**AUSTIN** Loadstar long-wheelbase twin-ram tipper, alloy body, reconditioned Perkins P6 recently fitted, £325.

**1948** DENNIS Pax 5-ton 18-ft. van, in excellent condition, £135.

**T. J. RICHARDSON AND SONS, LTD.**, 100 Dudley Rd. East, Oldbury, near Birmingham. Phone, Broadwell 1840.

775-67

**1939** 4LW, FODEN, drop-side body, on 900 by 20, all in excellent condition, £329 o.n.o.

**1948** BEDFORD breakdown, £100 o.n.o. Phone, Feltham 4329, after 6 p.m., or Hou 9567 (by day).

775-57

## C. D. BRAMALL, LTD.,

QUEEN'S ROAD, SHEFFIELD, 2.

Phone 24096-7.

## FOR IMMEDIATE DELIVERY.

**1953** FODEN 6LW 12-ton double-drive drop-side lorry, C licence owner, passed by Fodens, 71,000 miles, make ideal tipper.

**1956** September, BEDFORD Diesel 5-ton 13-ft. tipper, new body and gear, low mileage.

**EXCHANGES.**

775-401

## FRANK G. GATES, LTD.,

MAIN FORD DEALERS, GATES CORNER, E.18.

Wan 6613.

**1957** AUSTIN 15-cwt. pick-up, £425.

**1947** BEDFORD petrol tipper, £110.

**1949** COMMER forward-control 16-ft. 6-in. platform, £195.

**1952** DODGE 2-ton van, £195.

**1947** BEDFORD 10-12-cwt. van, £75.

**1950** BEDFORD 10-12-cwt. van, £95.

775-416

447



### Used Goods Vehicles (contd.)

**HALE MOTORS (TOTTENHAM), LTD.**  
THE HALE, N.17.  
Tottenham 7771 (four lines).

**VANS.**  
1957 FORD 7-cwt. van, plain red, extra seat, wipers, etc.; choice of two.  
1956 BEDFORD 10-12-cwt. C.A.V. van; choice of two.  
1953 COMMERCIAL 2-ton boxvan, large capacity, integral cab; also 1951 similar, both with side loading doors.

**TRUCKS.**  
1953 AUSTIN Loadstar 5-ton long-wheelbase double-drop-side truck, petrol, a really exceptional vehicle.  
1956 AUSTIN A40 pick-up truck, 20,000 miles, very clean vehicle.

**TIPPERS.**  
1949 BEDFORD 5-ton short-wheelbase petrol hydraulic tipper, steel body.

**NEW VEHICLES.**  
AUSTIN, Ford, Rootes Group.

**COMPREHENSIVE stocks always held.** 775-439

**HENDY FOR F.**  
EARLY OR IMMEDIATE DELIVERY ON ALL THAMES MODELS.

1957 Thames Trader 5-ton long-wheelbase truck, £1,250.  
1950 2-3-ton AUSTIN Luton van, 3-way roller shutters, £225.  
1954 Thames 3-ton 4D long-wheelbase, £390.  
1954 Thames 2-ton 4-cylinder petrol van, galvanized lining, £350.  
1951 SEDDON long-wheelbase truck, exceptionally good, £375.  
1952 DODGE 5-ton long-wheelbase, P6 engine, £445.  
1951 DODGE 4-ton platform truck, Diesel, £350.

**PERCY HENDY, LTD.**  
VINCENT'S WALK, SOUTHAMPTON.  
Phone, Southampton 28331.  
ALSO AT CHANDLERS FORD. PHONE 2271. 775-344

**THE RELIANCE GARAGE CO. (BRIGHOUSE), LTD.**  
Wakefield Rd., Brighouse.  
CHOICE of seven second-hand ALBION vehicles, six of Chieftains and one Reiver, carrying capacity 6-12 tons. For immediate sale.  
A LEO 2-ton AUSTIN Loadstar, in very nice condition, £250.  
PHONE, Brighouse 1677-8-9. 775-8

**CONSULT** Ormskirk Motors, Ltd., for new and used vehicles. See last week's copy for particulars. Phone, Ormskirk 2551. 775-632

**VIGO MOTORS.**  
1925 5-ton BEDFORD truck, £245.  
1949 5-ton long-wheelbase BEDFORD boxvan, £200.  
1955 10-cwt. van, Hanson Rd., £295.  
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 775-196

1947 FODEN 8-wheeler, 24-ft. flat, double drive, 6LW engine.  
1944 FODEN 8-wheeler, 24-ft. flat, 36 by 8, 6LW engine.  
1943 E.R.F. 4-wheeler, 5-cylinder, 5-speed box.  
1939 E.R.F. twin-steer, 20-ft. flat, 5LW engine and booster box.  
INTERNATIONAL TD9 bulldozer with wide blade.  
CHASESIDE high-lift shovel, 4-yd. bucket, P6 engine.  
J. W. RATCLIFFE AND SONS, LTD., Low Bank Rd. Garage, Ashton-in-Makerfield. Phone 7497. 775-167

1952 MORRIS 5-cwt. van, black, £150.  
1954 MORRIS 5-cwt. van, blue, £275.  
1955 FORD 10-cwt. van, exceptionally clean, £250.  
CAPITAL MOTOR CO., LTD., Remington St., City Rd., N.1. (Near Angel) Clerkenwell 7456. 775-254

**R. A. JORDAN, LTD.**  
MAIN DENNIS DISTRIBUTORS  
(NO CONNECTION WITH ANY OTHER FIRM.)  
FOR GOOD USED VEHICLES.

1949 DENNIS Pax, normal control, petrol, long-wheelbase, 7.50 by 20 tyres, one owner, ex-brewery, platform body.  
1949 DENNIS Max, Diesel, 5-speed, 19-ft. body, 35 by 8 tyres.  
1948 BEDFORD 5-ton drop-side truck, good tyres, splendid condition.

**NEW.**  
1958 DENNIS Pax III Diesel forward-control 7-ton chassis and cab, 8.25 by 20 tyres, body to requirements.

**I'VEL WORKS.**  
BIGGESSWADE.  
Phone 2265. 775-354

### Used Goods Vehicles (contd.)

**COVENTRY AND JEFFS, LTD.**  
COMMERCIAL VEHICLE SPECIALISTS.

A ATKINSON, October, 1955, double-drive 8-wheeler 24-ft. drop-side vehicle, 92,000 miles only, 11.3 A.E.C. engine, air brakes, mounted on D20 Metallic tyres, 80% good, three months' guarantee, exceptional value, one only.  
DODGE tipper, October, 1956, fitted with Meadows Diesel Di engine, Eaton 2-speed axle, 900 by 20 tyres, five new, 14-ft. Tiverton body painted green-black, £1,125.  
DODGE 103 AP6 Diesel tipper, 1954, tyres 900 by 20 rear, 825 by 20 front, five new, first-class condition, £620.  
DODGE 103 AP6 Diesel tipper, 1954, tyres 900 by 20 75% good, first-class condition, £675.  
SEDDON 1950 drop-side truck, repainted maroon, excellent mechanical condition, tyres 70% good, £480.  
SEDDON Diesel meat van, 1950, tyres 70% good, 17-ft. interior body, alloy floor, good condition, £495.

**ATKINSON, SEDDON, DODGE, FORD.**  
MILL LANE,  
BRISTOL, 3.  
Phone 6-4661. 775-404

**COM MOTORS, LTD.**

1958 MORRIS J2 15-cwt. chassis, fitted with large-capacity Hawson body, 6 ft. 6 in. interior height, cwt. 15,000, £315.  
1957 AUSTIN 13-seater Omnicoach, spotless condition, £525.  
AUSTIN 25-cwt. vans and trucks, cheap, from £100.  
LARGE variety of used commercial vehicles always available and covered by our three months' guarantee.  
FORTRESS GROVE, Forties Rd., Kenilworth, London, N.W.5. Gulliver 5838-9. 775-377

**CHANDLERS MOTORS, LTD.**

TRUCKS and units:—  
1956 DODGE 105, Diesel, long wheelbase reconditioned engine, 9.00 by 90 tyres, £625.  
1956 FORD 4D Diesel 5-ton truck, in first-class condition, £520.  
1954 BEDFORD 10-ton, Diesel, Scammell unit, in excellent order, £490.  
1955 BEDFORD A-type Scammell petrol unit, C-licence operator, £400.  
1954 October, BEDFORD 7-ton, R6, platform body, in excellent condition, £495.  
1951 BEDFORD Diesel 5-ton drop-side truck, £225.

**CHANDLERS MOTORS, LTD.,** 71 Greenwich South St., London, S.E.10.  
**GRE 2033-4.** 775-447

**SMITH AND BLACKWELL, LTD., offer:—**

1954 November, COMMERCIAL 8-cwt. van, green, good condition, one owner, £285.  
1956 May, COMMERCIAL 8-cwt. van, blue, very good condition, one owner, £385.  
1956 December, FORDSON 10-cwt. van, grey, very good condition, one owner, £255.  
1955 December, Thames 5-cwt. van, maroon, good condition, one owner, £315.  
1950 COMMERCIAL OX 7-ton short-wheelbase platform, engine overhauled, good runner, £260.  
1950 BEDFORD 2-3-ton Luton van, 650 cu. ft., very good condition, £335.  
1953 TROJAN gann vans, choice of two at £135.  
1951 ESSEX RD., Islington, N.1. Cannonbury 6451. 775-125

**H. TAYLOR AND CO., LTD., offer:—**

1956 September, BEDFORD 10-12-cwt. C.A.V., blue, one owner, £350.  
1955 June, COMMERCIAL express delivery van, maroon, £350.  
1955 March, COMMERCIAL express delivery van, grey, £325.  
1955 MORRIS 1-ton van with windows, fawn, £325.  
1-2 THE CRESCENT, Surbiton, Elmbridge 0081. 775-163

1956 BEDFORD 7-ton long-wheelbase tipper, Meadows engine and 5-speed gearbox, twin-ram gear and double-drop-side wooden tipping body, 9.00 by 20 tyres.  
1955 BEDFORD 7-ton short-wheelbase tipper, R6 engine, U-shaped steel body, 8.25 by 20 tyres.  
1954 AUSTIN Loadstar 5-ton long-wheelbase tipper, petrol.  
1947 BEDFORD 5-ton articulated tractor unit and trailer, Perkins P6 engine.  
**HOLMES AND YOUNIE, LTD.,** 30-46 Suffolk Rd., Sheffield. Phone 21378-9. 775-159

And 1947 SCAMMELL tractors, 6LW Gardens, ex-petroleum board, very clean.  
1955 model BEDFORD S-type, long wheelbase, modified R6 Diesel, twin-ram Pilot tipper and alloy body, deep sided, ideal coal and coke carrying.  
1952 DODGE, Diesel, 2-speed axle, Scammell tractor, complete with 30-ft. trailer, clean.  
1955 DODGE 7-ton, R6 engine, 2-speed axle, 900 by 20 tyres, flat platform.  
1950 BEDFORD, Diesel, 5-ton long-wheelbase lorry.  
1945 E.R.F. 4LW engine, clean lorry.  
Perkins P6 engine, complete with Bedford fittings or Dodge fittings, can be heard running.  
SCAMMELL trailers, 20-ft., from £100.  
255 WALTON LANE, Liverpool, 4. Aintree 1873. 775-219

1947 BEDFORD long-wheelbase tipper, £110.  
1947 AUSTIN roller-shutter van, £50. Stevens, 163 Chase Cross Rd., Romford (46942), Essex. 775-302

### Used Goods Vehicles (contd.)

AUSTIN 5-ton long-wheelbase tipper, P6 Diesel, first registered 1947.  
AUSTIN 25-cwt. van, first registered 1949.

AUSTIN 5-ton long-wheelbase drop-side truck, first registered 1950.  
BEDFORD 2-3-ton long-wheelbase platform lorries, choice of five, first registered 1946 to 1953.  
FORDSON 3-ton long-wheelbase drop-side truck, first registered 1948.  
MORRIS 30-cwt. hydraulic end tipper, one owner, first registered August, 1954.

**HILLS GARAGES (MANCHESTER), LTD.**  
80-90 PORT STREET,  
MANCHESTER, 1.  
Central 4311 (10 lines). 775-428

1957, June, 7-ton BEDFORD, Comet engine, side-boards, 20,000 miles, in absolutely new condition, £1,350.  
GENUINE 1956 BEDFORD 8-ton tractor unit, Perkins P6, 20-ft. trailer, re-engined April, 1958, Eaton 2-speed axle, new tyres all round including spare.  
1947 E.R.F. 4 x 4, 18-ft. platform body, tyres as new, cab and chassis in excellent condition.  
NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

**BARTON MOTORS (PRESTON), LTD.,** Preston  
Phone, Preston 4664 (10 lines). 775-231

1956, July, VANGUARD Diesel van, for real economy, half original cost, small mileage, 6425. Pearl Street Garage, Sheffield 29139 and 37529. 775-234

**Unclassified Wanted**

WANTED, urgent, all types of petrol and Diesel commercial vehicles, any condition.  
BEEGRAVE AUTOS, Belgrave Walk, Mitcham, Surrey. Phone, Mit 7691. 775-722

REQUIRED Diamond T, or Scammell 4- or 6-wheel drive, must be reasonable. Walsall 2826. 88 Old Birchills. 776-6565

WANTED to purchase very urgently, four 8-wheelers, five 6-wheelers and four 4-wheelers, Diesel-engined lorries; also several tippers; also six Albions, Seddons or similar Diesel-engined flats and tippers; also Bedford 30-cwt., 7-ton, 1940-57. Also damaged late-model lorries suitable for rebuilding.

**WILDE AND BENNETT, LTD.**  
HADFIELD, MANCHESTER.  
Phone, Glossop 2902-3.  
AFTER HOURS 356. 775-148

**W. JONES (MANCHESTER), LTD.,** 5 Marsden Court, Manchester, 4.  
WANTED, commercial vehicles, all classes, 20 short-wheelbase tippers and 20 long-wheelbase tippers; cash. Phone, Manchester, Blackfriars 6037, between 10 a.m. and 4 p.m.; after hours, Wigan 3035 or Haigh (Wigan) 049. 775-740

WANTED, late-model Albion, Atkinson, E.R.F., Foden, Seddon, etc., 4-, 6- and 8-wheeler flats or tippers, also petrol-engined vans, trucks and tippers, 30 cwt.-7 tons, Bedford preferred. Cash on sight. Distance no object.  
O. F. JACKSON MOTORS, LTD., 855 New Wolverhampton Rd., Langley, near Birmingham. Phone, Broadwell 2871. 775-394

**SPECIAL A-LICENCE VEHICLES**

**PETERBOROUGH ENGINEERING CO.**

1946 E.R.F. 18-ft. drop-side, 4 tons 19 cwt., Eastern, £2,050.  
1946 A.E.C. Monarch 20-ft. drop-side, 4 tons 6 cwt., Eastern, £1,650.  
1955 DODGE, 3 tons, Eastern, £1,700.

EAGLE 25-ft. tandem trailer, Metropolitan, £1,050.  
SCAMMELL 8-ton trailer, Eastern, £850.

**44 EYE ROAD.**  
**PETERBOROUGH.**  
Phone 6161. 775-146

**NEWPORT MOTOR SERVICES.** East Usk Rd., Newport, Mon. Phone 59441-2.  
SEDDON distributors for Monmouthshire.

VARIOUS special Avs from 3 tons to 8 tons with vehicles. 775-90

TWO 8-wheelers, U.W. 7 tons 10 cwt.; one artic., U.W. 6 tons 10 cwt., Metropolitan area. Vehicles in very good condition and in daily use. Full particulars Box CM7516, care of 'The Commercial Motor'. 775-2710

1954 BEDFORD, P6, long-wheelbase drop-side.  
1950 A.E.C. 7.7 engine, 8-10-ton long-wheelbase drop-side.  
1947 MAUDSLAY, A.E.C. 7.7 engine, 8-10-ton long-wheelbase drop-side.  
ALL above with West Midland special A licences.

**GEO. H. KENDRICK,** Carters Green, West Bromwich. Phone, Wes 0778. 775-154

TWO special A licences, 5 tons 10 cwt. each, N.W. Area, with vehicles.  
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 775-183

**WILDE CONDON, LTD.,** Stoke-on-Trent. Two FODEN 8-wheelers, 1950 and 1952 North West special A. Commer TS3, 1956, North West special A. Phone, Stoke-on-Trent 23434. 775-314



## Special A-licence Vehicles (contd.)

### S. HUGHES (COMMERCIAL), LTD.

LODGE GARAGE, WHITEHALL ROAD WEST, GOMERSAL, NEAR LEEDS.

Phone, Dudley Hill 1144-9.

OFFER THE FOLLOWING VEHICLES AND LICENCES:

1949 E.R.F., Metropolitan or South Eastern licence, £2,900.  
1946 E.R.F., 5 tons 6 cwt., Metropolitan special A licence, £2,000.  
1951 AUSTIN, Northern special A licence, £850.

### WEST MIDLAND AREA.

8-WHEELER—7 tons 6 cwt.  
8-WHEELER—7 tons 4 cwt.  
TWIN Steer—5 tons 2 cwt.  
LEYLAND Comet van—4 tons 13 cwt. 2 qrs  
4-WHEELER—4 tons 11 cwt.

### NORTH WESTERN AREA.

1955 BEDFORD—3 tons.

### YORKSHIRE AREA.

4-WHEELER—4 tons 9 cwt.  
4-WHEELER—2 tons 18 cwt.  
4-WHEELER—4 tons 19 cwt. 3 qrs.

775-210

### HACKETT'S HAULAGE, LTD.

OFFER THE FOLLOWING VEHICLES WITH SPECIAL A LICENCES.

NORTH-WESTERN, SOUTH-WESTERN, METROPOLITAN AND MIDLAND.

8-WHEEL CHOICE of 1955, 1956 and 1957 ATKINSON 8-wheelers  
1950 FODEN.

6-WHEEL  
1949 ALBION.  
1947 ATKINSON.  
1947 E.R.F. Twin Steer.

ARTICULATORS.  
1952 SEDDON.  
1957 B.M.C.

4-WHEEL  
1951 BEDFORD, unladen weight 2 tons 14 cwt.  
1953 DODGE, unladen weight 3 tons.  
1953 GUY, unladen weight 3 tons.

CHOICE of Karmirone or Dyson 4-wheel drawbar trailers.  
TERMS. Exchanges.

### CROSS LANE, SALFORD, 5.

Phone, Pen 5333. 775-306

K. AND B. MOTORS (NEWCASTLE), LTD., have the following special A-licensed vehicles, Northern Area based.

1957 A.E.C. 6-wheel Mustang with special A licence, £3,600.  
1956 E.R.F. with Gardner 4LW engine. 4T 12C licence, £1,600.  
1955 And 1956 A.E.C. Mercury, choice of three, £2,600 each.  
1956 ALBION Chieftain, £1,800.

VARIOUS other special A-licensed vehicles.

WE have also for disposal one or two small companies with various A-licensed vehicles based in Darlington and Newcastle.

TWO 1948 6-wheelers MAUDSLAYS with special A licence, based in Liverpool, £2,000 each.

WE also have a large selection of used vehicles various makes and weights.

BENWELL LANE, Newcastle upon Tyne 5. Phone 35273 (four lines). 775-313

## Special A-licence Vehicles Wanted

WANTED, special A licences East Midlands traffic area. Hamblins Garage, 7 Rectory Rd., Rushden. Phone 3211. 775-98

WANTED, special A licence, West Midlands area, articulated vehicle, any weight. Morris Transport Ltd., Church Rd., Boldmere, Sutton Coldfield. Phone, Erdington 4131. 775-92

WANTED, special A trailer licence, articulator, 4 to 9 tons, South Eastern or Metropolitan area. Full details to Bakers Transport (Southampton), Ltd., 47-49 New Rd., Southampton. 775-62

WANTED by a small firm who has not sufficient vehicles for their work. A special A articulator licence on extended terms. Write Box CM758, care of "The Commercial Motor." 775-61

REQUIRED urgently, special A trailer licence, about 4 tons, Metropolitan or South-Eastern area. Box CM757, care of "The Commercial Motor." 775-60

## Special A-licence Vehicles (contd.)

WANTED, articulated tractor with special A licence West Midlands area.  
MAYFAIR GARAGES (TAMWORTH), LTD., Coleshill Rd., Fazeley, Tamworth, Staffs. Phone, Tamworth 1396-7. 775-157

WANTED to purchase special A licences and vehicles, any weight, in any part of the country.  
WANTED, articulated vehicles with special A licences; will pay very good prices.

### WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.  
Phone, Glossop 2902-3.  
AFTER HOURS 356. 775-150

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7-TON T53 MEDIUM-WHEELBASE TIPPER.

THE IDEAL TIPPER FOR EVERY JOB.

Extension sides for coal and coke, etc., optional extra.

Amazing engine life. Approximately 20 m.p.g.

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7-TON SHORT-WHEELBASE STANDARD TIPPER.

TOP ALLOWANCE FOR YOUR OLD VEHICLE.

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NOW available, the Boys third axle for the Thames Trader, all models, tipper and flats. Ask your agent. 775-1000

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### New Goods Vehicles (contd.)

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OFFER immediate delivery of all new Thames commercial vehicles.

3-TON S.F.C. Thames 157-in-wheelbase 4-cylinder

3-TON S.F.C. Thames 157-in-wheelbase 4-cylinder Diesel truck.

4-TON Trader 138-in-wheelbase 4-cylinder Diesel truck.

5-TON Trader, 108-in-wheelbase, with Invicta 5-cu.-yd. wooden body, metal floor, drop sides.

7-TON Trader tipper, drop-side body with Anthony gear.

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SPECIALISTS in all types of bodywork.

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**1958** WILLYS JEEP direct from U.S.A. available in U.K.; larger, more comfortable, powerful. Supplied to order. Sole appointed British Concessionaires, Steele Griffiths, Ltd., London, S.E.5. Rodney 2201-6. 775-605

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NEW LAND ROVER Series II, 88-in. wheelbase, petrol, fairly early delivery, £840 ex works.

NEW LAND ROVER Series II, 88-in. wheelbase, Diesel, fairly early delivery, £740 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase, petrol, fairly early delivery, £790 ex works.

NEW LAND ROVER Series II, 109-in. wheelbase, Diesel, fairly early delivery, £820 ex works.

**COMBES COMMERCIAL (GUILDFORD), LTD.**, Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 775-334

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**BOYS** third axles for all Comets and Beavers. Ask your agent. 775-739

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MAY we quote you for your new LEYLAND; choice of new Leyland models are available from stock. Part-exchange gladly considered. Please let us know your requirements.

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Phone, Howard 1266.

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Victoria 6033.

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## New Goods Vehicles (contd.)

### MORRIS

**W**RAY PARK GARAGES. Immediate delivery **JB** and 32 vans; choice of several used vehicles. Reigate 775-419.

**D**ELIVERY from stock new MORRIS-COMMERCIAL 5-ton forward-control Diesel long-wheelbase chassis-cab. Lyne, Frank and Wagstaff, Ltd. Mou 4401. 775-430.

### SEDDON

**T**HE SEDDON Mk. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 775-794.

**B**RENTWOOD ENGINEERING CO., LTD. Essex distributors. Brook St., Brentwood, Essex. Phone 3320. 775-1024.

### HALLS (FINCHLEY), LTD.

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**T**HE SEDDON distributors for London and Home Counties. Full range of new Seddons, including load carriers and tractor units with Perkins engines for payloads 1-12 tons. Also models with Gardner engines for gross weight operations up to 24 tons. Hire-purchase, part-exchange. Write or phone for brochure of full range to—

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## New Goods Vehicles (contd.)

### WEYBRIDGE AUTOMOBILES, LTD.

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Weybridge 2233.

**I**MMEDIATE delivery new 7-ton Mk. XV SEDDON 17-ft. flat platform truck, fitted a Perkins P6 engine, price £2,159 15s. 775-352.

**C**OTTEE AND EDWARDS (1919), LTD., Castle Boulevard, Nottingham. Phone 52213. Distributors for Nottinghamshire. Full range of spares. Service and sales. 775-881.

### SENTINEL

**N**ORTH CHESHIRE MOTORS, LTD., Woolston. Phone Warrington 3277. Service, spares and sales. 775-903.

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**E**UROPEAN CARS, LTD., distributors for London Western districts. Early delivery van, pick-up, Microbus, Kombi and ambulance. 129-131 Brompton Rd., S.W.7. Fremantle 7722. 775-829.

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**T**HE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone Walsall 2181. 775-795.

## New Goods Vehicles (contd.)

**S**TEELE GRIFFITHS AND CO., LTD., 295 Camberwell New Rd., S.E.5. Phone, Rodney 2201-6. All makes of commercial vehicles supplied. 775-606.

### COX'S MOTORS (HILL TOP), LTD.

FOR NEW

LEYLAND.

MORRIS-COMMERCIAL.

ALBION.

B.M.C.

All types of bodies built to your requirements.

Part-exchanges and terms arranged.

### COX'S MOTORS (HILL TOP), LTD.

127 HILL TOP, WEST BROMWICH.  
Phone, Wednesbury 0470 and 1047. 775-207.

**S**AYERS GARAGES. Distributors for Guy, Commer and Seddon. Brough, Westmorland. Brough 203. 775-212.

## PASSENGER VEHICLES FOR SALE AND WANTED

### USED PASSENGER VEHICLES

#### A.E.C.

**1953** Mk. IV, 41 seats, Harrington fin, synchromesh gearbox, reconditioned engine, £2,200. Also 1954 Reliance Plaxton, 41 seats, £2,750. Marchant, High St. Cheltenham 2714. 775-x865.

#### AUSTIN

**1949** AUSTIN coach, repainted cream and blue, full luxury 29 seats, in blue moquette, price £1,750. **C**HARLES COPPOCK, LTD., The Garage, Elm Grove, Cross St., Sale, Cheshire. Phone, Sale 5633. 775-42.

#### BEDFORD

**B**EDFORD Vista Duple 29-seater coach, fitted with special high-back seating, complete with certificate of fitness until 1961, one owner, in first-class condition throughout, any demonstration, £650.

#### KEITH AND BOYLE

80 CLAPHAM ROAD, S.W.9.

Phone, Rel 4211. 775-688.

#### DICKSON'S TOURS

**1955** BEDFORD, 38-seater Duple, quarter lights, Perspex rear light, radio and microphone, seaters, over £350 extras, used on extended tours, certificate of fitness 1960.

**1954** BEDFORD, 34-seater Plaxton, with special seats, details as above, Continental step, over £350 extras, certificate of fitness 1964.

**1951** BEDFORD, 34-seater Plaxton, details as above, had £650 spent on it last season, including re-seating and latest-type front, certificate of fitness 1961. **T**HE above have been used on our extended tours and are all in excellent condition.

45 REFORM STREET,

DUNDEE.

Phone 3007. 776-6527.

#### END-OF-SEASON Disposals

**1953** BEDFORD Plaxton 35 and courier seat, tubular racks, glass quarters, arm rests, radio, etc., choice of three.

**1955** BEDFORD Duple 36-seater, as above and heater, one only.

**T**HESE vehicles are in good condition and are available immediately.

**R**OBINSONS TOURS, Park Garages, Gt. Harwood. Phone 2052-3. 775-6547.

**T**HREE 1951-1952 BEDFORD Duple 33-seater coaches, certificates of fitness to 1961, immaculate condition.

**O**NE 1954 BEDFORD 38-seater coach, in first-class condition.

**F**URTHER particulars and prices on application. Box CM610, care of "The Commercial Motor." 775-84.

**T**HREE 1956 BEDFORD Duple 41-seater coaches, certificates of fitness to June, 1961; these vehicles are indistinguishable from new, only used during summer season.

**F**URTHER particulars and prices on application. Box CM617, care of "The Commercial Motor." 775-85.

**1948**, July, BEDFORD 29-seater Duple Vista, in immaculate condition, reconditioned engine, all good tyres, new battery, colours Portland grey and red, certificate of fitness 31.5.61, £450.

**H**IRE-PURCHASE terms and exchanges. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 775-74.

### Used Passenger Vehicles (contd.)

#### V. COLEMAN

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

**1955** BEDFORD Super Vega 36-seater, Duple R6, certificate of fitness 1960.

**1952** BEDFORD Vega 33-seater Duple, 7 ft. 6 in., courier seat, excellent tyres, colours cream and red, certificate of fitness 1962.

**1951** BEDFORD Vista 29-seater Duple, one owner, choice of two, certificate of fitness, 1961.

**1950** BEDFORD Vista 29-seater Duple, choice of two, certificate of fitness 1960.

**1948** BEDFORD Vista 29-seater Duple, choice of two, certificate of fitness 1961. 775-414.

**1954** BEDFORD Super Vega 38-seater Duple, £2,000.

**1954** BEDFORD Super Vega Duple, 36-seater, £2,000.

**A**LL interiors trimmed with red-patterned moquette and all carrying certificate of fitness.

**J**OHN O. ANDREW, LTD., 319 St. Phillips Rd., Sheffield. Phone 21145. 775-305.

**1952** June BEDFORD 30-cwt. chassis, fitted with Spurlines 12-14-seater coach body, one owner, only been used to carry air crew to planes, in excellent condition throughout, cost £1,100, our price for quick sale, £275. H.P. terms arranged. Iver 947. 775-249.

#### Bedford Wanted

**W**ANTED. Two BEDFORD Duple coaches, 1955, 38-seaters, or 1956 41-seaters; interiors autumn tint or red. State specification of body and lowest price. Not required before October. Box CM746, care of "The Commercial Motor." 776-6568.

**W**ANTED, late BEDFORD luxury coach, 36-41, good condition. Box CM7512, care of "The Commercial Motor." 775-x779.

#### COMMER

**C**OMMER TS3 July, 1956 41-seater coach, best offer. Apply, phone Redditch 424. 775-6519.

**1949** COMMER Avenger 31-seater Plaxton coach, excellent condition. Pys Motors, Ltd. Lancaster 3553. 775-6.

**O**NE COMMER 1956 41-seater coach with Duple luxury body, certificate of fitness to 1961, condition as new and perfect throughout.

**F**URTHER particulars and prices on application. Box CM615, care of "The Commercial Motor." 775-83.

**1950** COMMER Avenger, 33-seater luxury Plaxton body with courier's seat, certificate of fitness to July, 1959, body, engine and chassis in good condition. **T**HE above can be viewed by appointment.

**A**LLENWAYS, LTD., 580 Moseley Rd., Birmingham. 12. Phone, Calthorpe 3191-2. 775-93.

**1958** COMMER Diesel 41-seater Duple coaches, six only. See under New Commer advertisement.

**1950** COMMER Avenger Allweather, 33 seats, new tyres, taxed and insured to end of year, certificate of fitness 1960. Acorn Motors, Alfred Rd., Acton, W.3. Phone, Acorn 5787. 775-x784.

**1947** COMMER 33-seater coach, Diesel engine, fitted with heater, engine recently overhauled, good tyres, generally in excellent condition. Taylor's Crypt House Motors, Ltd., London Rd., Gloucester. Phone 24081. 775-127.

**1949** COMMER Commando, 30-seater coach, £150. New Cross 3819. 775-291.

### Used Passenger Vehicles (contd.)

#### CROSSLEY

**£265**, 1949 CROSSLEY-BELLHOUSE, radio, heater, blue and cream, very smart and clean, certificate of fitness 1959. Blackhurst's, Sheen, Buxton, Harrington 244. 775-16.

#### DAIMLER

**T**HE VENTURE TRANSPORT CO. (NEWCASTLE), LTD., 16-17 Princes St., Consett, Co. Durham. Phone, Consett 282-3-4 have for disposal the following:—

**D**AIMLER CVD6 35-seater omnibuses with Willowbrook bodies with or without certificates of fitness, these vehicles were first registered in 1946-7 and 8.

**D**AIMLER COG5, radiators, differentials and many other spares. 776-6552.

**D**DOUBLE-DECKER buses with Gardner 5LW engines, complete, also A.E.C. 7.7 engines, £175.

**B**EAUMONT GARAGE, 330 Brixton Rd., S.W.9. Bri 5678. 775-6534.

**F**IVE double-decker buses, 1943-45 DAIMLERS, with 7.7 A.E.C. engines, certificates of fitness 1961, in very good condition, £250 each. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 776. 775-323.

#### DENNIS

**1947**, April, DENNIS Lancet III 35-seater coach, Yeates body, full luxury seats, blue floral moquette, heater, etc., certificate of fitness 30.3.60, mechanically perfect, body needs some attention, £200. Johnsons Motors, Washbrook Rd., Rushden, Northants. Phone, Rushden 3221-2. 775-74.

**1950** DENNIS Lancet 35-seater, Yeates body, certificate of fitness 1960, £500. Box CM696, care of "The Commercial Motor." 775-407.

#### KARRIER

#### Karrier Wanted

**K**ARRIER 14-seater coach, full luxury, price £700 max. Box CM7313, care of "The Commercial Motor." 775-x6541.

#### LEYLAND

**T**HREE 1950 LEYLAND PS1, 33-seater half-cab Burlington bodies, very clean. Abbott's, 26 General St., Blackpool. Phone 20350. 777-6549.

**1950** Comet, Strachan 33, red-maroon, excellent engine and body, radio, heater. Thornton Heath 6422. 775-13.

**S**EVERAL 1946 PDI LEYLANDS, 56 seats, Roe bodies, certificates of fitness 1962, from £575. Any vehicle considered for part-exchange.

**T**IGER COACHES, Dewshill Garage, Salisbury, Motherwell. Phone, Salisbury 242. 775-292.

**L**LEYLAND PS1, 1947, certificate of fitness 1961, taxed, offers. Stepney Green 2904. 775-438.

#### TROJAN

**1956** Series TROJAN Diesel 12-seater coach in excellent condition throughout, very low mileage, only been used to carry air crew, cost £1,100, our price for quick sale, £425. H.P. terms arranged. Iver 947. 775-248.

### UNCLASSIFIED

**O**NE new unregistered MORRIS Minibus.

**O**NE 1947 BEDFORD Duple 29-seater, in excellent condition, both with p.v. certificates. Mandale Grey stoke 311. Fenrith. 775-x8670.

A51



### Used Passenger Vehicles (contd.)

#### SILVER LINE MOTORS.

**1950** AUSTIN 29-seater, Thurgood body, high-back seats.  
**1949** CROSSLEY 35-seater Strachan body, high-back seats, very clean coach.  
**1947** BEDFORD 29-seater Vista, excellent condition.  
**NEW** BEDFORD 41-seater Super Vega, petrol or Diesel, finished to customer's requirements, 14 days' delivery.

#### MOORLANDS.

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494-5-6. zzz-727

### GEO. MOORE AND SON (ST. ANNES), L. TD.

ST. ANNES-ON-SEA, LANCs.

Phone, St. Annes 2060-1.

**1953** LEYLAND Royal Tiger Plaxton, 41 seats, certified to 1963.  
**1953** SEDDON, Plaxton, 41 seats, Eaton 2-speed, certified to 1963.  
**1949** FODEN, Plaxton, 33 seats, Gardner 6LW.  
**1948** FODEN, Burlington, 33 seats, Gardner 6LW. 775-6510

### COACHES AND COMPONENTS, L. TD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

**1953** March, BEDFORD 36-seater, fawn floral moquette, exterior grey-fawn, roof lights, Formica panels, clock, certificate of fitness to 1963.  
**1950** MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Claxton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.  
**1950** July, Guy Vison, 29-seater Thurgood body, blue moquette, exterior blue, certificate of fitness to 1959.  
**1950** May, DENNIS 35-seater Whitson coach, exterior brown-cream, certificate of fitness to April, 1960.  
**1950** February, BEDFORD 29-seater Vista, green moquette, exterior cream-green, clock, sliding roof, certificate of fitness to December, 1958.  
**1949** May, CROSSLEY, 33-seater Duple body, red-fawn moquette, exterior red-cream, certificate of fitness to May, 1959, choice of two.  
**1949** June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.  
**1948** May, DENNIS Lancet III 33-seater Duple luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness May, 1959.  
**1947** November, MAUDSLAY Mark II, fitted with A.E.C. 7.7 Diesel engine, 35-seater Duple, red moquette, exterior red-cream, clock, heater, sliding roof, certificate of fitness December, 1961. 775-32

### LANCASHIRE MOTOR TRADERS, L. TD.

OLYMPIA GARAGE.

LIVERPOOL STREET, SALFORD, 5.

Phone, Pendleton 5201; evenings, Oldham Main 2461.

**1947-48** BEDFORD Vista Duple, 29 seats, choice of three, certificates of fitness 1961, price from £250.  
**LEYLAND** Diesel, 35-seater luxury coach, in good condition, recently recertified, price £155.  
**1949** Tilling 33-seater luxury coach, certified, price £275.  
**WE** also have a number of vehicles for workmen's service. 775-20

### THE MILLBURN ORGANIZATION.

PRESTON, LONGTON, LANCs. 3255-6.

GLASGOW BELL 0073.

CARLISLE 25422.

### PASSENGER VEHICLE SPECIALISTS.

**1950** July, COMMER Avenger 34-seater full-luxury coach, h. radio and heater, certificate of fitness June, 1959.  
**1947** LEYLAND PDI chassis, 7.4-litre Diesel engine, fitted Brush 53-seater low-bridge-type double-deck bus, certificate of fitness from 1959 to 1961.  
**1947** A.E.C. 7.7 Duple 35-seater bus, very fine order.  
**1946** LEYLAND PSI service buses, 32-seaters, Roe bodies, certified to 1959; choice of four.  
**1945** GUY SLW Roe low-bridge 55-seater double-deck bus, good order.  
**1953** (FR) A.E.C. Mark IV, underfloor engine, fitted Strachan 41-seater coachwork.  
**A** Number of LEYLAND LTS4 36-seater buses, also A Dennis Lancet, with 5LW engine, 32-seater bus bodies, all in good order, suit public works contractors. Large number of LEYLAND double-deck buses, A cheap.

#### FOR EXPORT ONLY.

**A** Number of LEYLAND T58 chassis with 7.4 Diesel power unit and fitted with 1949 Duple High-back seating coachwork.  
**N.B.** Motor Auction Sale, Thursday, October 2, 1958.

### MILLBURN MOTORS (PRESTON), L. TD.

WALMER BRIDGE,

LONGTON, PRESTON.

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### Used Passenger Vehicles (contd.)

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#### SERVICE BUSES.

THE GARAGE.

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**1944-1946** GUY Arab, 56-seater high-bridge double-deckers. A large number available. Several of these are certified, 1960 to 1961. Price from £150 to £325.  
**1946** LEYLAND PDI high-bridge double-decker, coachwork by Charles Rowe, two available at £425 each.  
**1946** A.E.C. Regent, 7.7-litre, high-bridge double-decker, all-metal construction by M.C.W., 56 seats. Choice of eight from £290 to £375.

#### PHONE SALE 5633.

GRAMS. "BUSUNITS." 775-48

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THE COACH SPECIALISTS OF THE SOUTH.

COACH SHOWROOMS AND SERVICE STATION.

TRADING ESTATE, FARNHAM, SURREY.

Phone, 8 a.m. to 6 p.m., Farnham 4626-7; after 6 p.m., Farnham 4481.

**INSPECT OUR STOCK OF GOOD CLEAN VEHICLES AT SPECIAL MID-SEASON PRICES.**

**1958** BEDFORD Vega, radio, microphone, Formica sides, heaters, autumn tint interior, cream and blue exterior, £2,375.  
**1953** BEDFORD SR, fitted 35-seater Yeates body, red interior, radio, silver and blue exterior, certificate of fitness 1962, £1,650.  
**1950** ALBION Victor, Diesel, 33-seater full-front luxury body, autumn tint interior, one owner, £875.  
**1950-49** COMMER Avengers, 33-seater luxury bodies, choice of two, blue interiors, from £750.  
**1949** AUSTIN 29-31-seater luxury coaches, choice of two, from £275.  
**1946** 7-8 BEDFORD Vistas, all with certificates of fitness, from £250.  
**1948** TILLING-STEVENS, 6LW, 33-seater Plaxton body, good runner, £300.  
**SPECIAL** offer, January, 1948, BEDFORD 29-seater Vista, Dunlopillo seating, body rough, first offer over £75.  
**ALWAYS** a good selection of coaches suitable for workmen and travelling shops. We invite your inquiries.  
**HIGH-BACK** conversions, trimming, painting, accident repairs and steam cleaning speedily executed. 775-50

### P.V.D., L. TD.

100

**SELECTED BUSES AND COACHES ACTUALLY IN STOCK AND AVAILABLE FOR IMMEDIATE INSPECTION AND TEST.**

#### SUPER DOUBLE-DECKERS.

**LEYLAND** Choice of a number of Leyland high-bridge double-deckers, Eastern Coachworks 1961 bodies, well-tyred, certificate of fitness to 1961, price £400-£450 each.  
**LEYLAND** Choice of a number of low-bridge Leylands of fitness to 1960-62, price £275-£300 each.  
**LEYLAND** 1939-40 high- and low-bridge double-deckers, fitted 1948-50 Leyland and Alexander all-metal bodies, in excellent condition, certificates of fitness to 1959-60, choice of 25, prices from £225-£275.  
**ALL** the above vehicles are in immaculate body and mechanical condition and are available for immediate inspection and test.  
**1950-49-48** BRISTOLS, Diesel-engined saloons, fitted Eastern Coachworks 1948-49-50 35-seater bodies, in immaculate body and mechanical condition, certificates of fitness 1959-60, choice of 20, price £650 each. Sample vehicles can be viewed at Rummy, Leeds and Glasgow.  
**1947-47** A.E.C. with Harrington 32-seater full-luxury coach bodies, high-backed leather, moquette and Dunlopillo seating, 7.7 Diesel units, crash boxes, well-tyred, in excellent mechanical and body condition, certificates of fitness to 1960-61, price £400 each.  
**1948** A.E.C. choice of 12, fitted 35-seater Metcam and Harrington all-metal saloon bodies, front-entrance sliding doors, 7.7 engines, in excellent body and mechanical condition, certificates of fitness to 1958-59, price £425 each.  
**1947** A.E.C. 36-seater Harrington service saloons.  
**1947** Dunlopillo, leather and moquette seating, fitted 7.7 Diesel units, in excellent mechanical and body condition, certificates of fitness to 1960-62, price £420-£450 each.  
**1940** BRISTOL L-type 35-seater saloons, fitted SLW Gardner Diesel engines, 5-speed boxes in good mechanical and body condition, several chassis only, price from £175 each.

### PASSENGER VEHICLE DISPOSALS, L. TD.

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LONDON ROAD, RUGBY.

Phone, Wolston (Coventry) 330.

On the A45. 775-81

### VICTORIA COACHES offer:—

**1958** BEDFORD 41-seater Plaxton.  
**1957** BEDFORD 41-seater Duple.  
**1956** COMMER TS1 41-seater Plaxton or Duple.  
**1955** BEDFORD 36-seater Duple.  
**PLEASE** write or phone (or appointment to view).  
**1159** LONDON R.P. Leigh-on-Sea. Phone 74456. 775-308

### Used Passenger Vehicles (contd.)

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177-205 FINNIESTON ST.,

GLASGOW, C.3.

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#### FOR THE FINEST SELECTION OF NEW AND USED COACHES

#### IN THE COUNTRY.

**IMMEDIATE DELIVERY NEW BEDFORD-DUPLE 41-SEATER FULL LUXURY COACH PETROL ENGINED. EXTERIOR IN IVORY.**

**1955** ALBION-STRACHAN 39-seater coach, finished in maroon and cream, in specimen condition.  
**1955** ALBION-DUPLE 35-seater full-luxury coach exterior in maroon and cream, and in excellent condition throughout.  
**1953** BEDFORD-DUPLE 36-seater coach, exterior red and cream, seating in blue patterned moquette, certificate of fitness 1963, excellent tyres, absolutely top-top machine.  
**1951** BEDFORD-PLAXTON 33-seater coach, exterior in cream and red, seating trimmed in dark blue moquette, outstanding condition.  
**1949** FODEN-VISTA 39-seater full-luxury coach, certificate of fitness 1961, exterior green and cream with green patterned moquette seats, extras include: Formica side casing, heater and radio. This is an outstanding example of this popular coach at a very reasonable price.  
**1951** COMMER Avenger 33-seater coach, exterior ivory, seating blue patterned moquette, certificate of fitness 1961, bargain.  
**1949** FODEN Burlington 33-seater coach, exterior green and cream, seating blue patterned moquette, Gardner Diesel engine, excellent vehicle at very reasonable price.

#### MANY OTHERS IN STOCK.

**LARGE SELECTION OF BEDFORD, COMMER, ALBION, A.E.C. COACHES SUITABLE FOR THE TRANSPORT OF WORKMEN OR FOR CONVERSION TO TRAVELLING SHOPS.**

#### HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOMED. 775-107A

### ARLINGTON MOTOR CO., L. TD.

LONDON'S LEADING PASSENGER AND COMMERCIAL-VEHICLE SPECIALISTS.

#### HEAD OFFICE:—

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**NEW** BEDFORD petrol-engined chassis, mounted with Duple 41-seater Super Vega coachwork, 8 ft. or 7 ft. 7 in., finished in ivory or primer, extras to instruction delivery 14-21 days, painted to choice.  
**1955** BORGWARD 7-seater Microbus, petrol engine.  
**1952** A.E.C. Mark IV, mounted with 39-seater full-front Burlington coachwork, heater fitted, central entrance, autumn tint moquette, finished cream and green, good tyres, immaculate condition, certificate of fitness 1961.  
**1950** AUSTIN 14-seater full luxury coach.  
**1949** BEDFORD 29-seater Duple Vista, heater fitted, finished blue and cream, certificate of fitness 1959.  
**1949** BEDFORD 29-seater Duple Vista, driver-operated door control, upholstered in red, certificate of fitness 1959.  
**1947** A.E.C. Regal, 7.7 engine, 35-seater Duple coachwork, certificate of fitness 1960.  
**THE FOLLOWING COACHES ARE AVAILABLE FOR ANY REASONABLE OFFER. IMMEDIATE DELIVERY SUBJECT TO BEING UNSOLD.**

**1950** ALBION, 4-cylinder oil engine, full-front 31-seater coachwork by All-Weather, partition behind driver, certificate of fitness 1960; choice of two.  
**1939** LEYLAND, T58 oil engine, mounted with 1948 Duple 33-seater coachwork, full-front conversion, full luxury seating, good tyres, new certificate of fitness being obtained, finished green.  
**CHOICE** of seven 1947-48 BEDFORD 29-seater coaches, complete with certificate of fitness to 1961, finished green.

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DUMBALLS ROAD, CARDIFF.

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#### SUDBURY, SUFFOLK.

CORNARD ROAD, SUDBURY, SUFFOLK.

Phone, Sudbury 2361. 775-378

**1957** BEDFORD, 41, Duple, low mileage, £2,950.  
**1956** BEDFORD, 41, Duple, low mileage, £2,750.  
**1950** BEDFORD Duple Vista 29-seater, low mileage, £750.  
**1947** BEDFORD Duple Vista 29-seater, very good order, £325.  
**1949** COMMER, 29-seater Myers Bowman body, excellent condition, certificate of fitness 1959.  
**1949** FODEN, 5-cylinder Gardner, Duple 33-35 seater, new retrim, certificate of fitness 1962, £685.  
**CONWAY HUNT, LTD.**, Brox Rd., Ottershaw. Phone, Ottershaw 461. 775-295



## Used Passenger Vehicles (contd.)

### BARNARD AND BARNARD, L.TD.

- 1957** BEDFORD Super Vega 41-seater, full luxury Duple body, fitted with radio, lift-up roof lights, rear dome lights, in excellent condition throughout, certificate of fitness 1964, choice of 10.
- 1954** BEDFORD 36-seater full luxury Duple body, fitted with radio, heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.
- 1953** BEDFORD Burlingham Seagull 36-seater, full luxury body, fitted with radio and heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1963; choice of two.
- 1953** BEDFORD Plaxton 36-seater, full luxury Ventura body, fitted with radio and heater, in good clean condition throughout, certificate of fitness 1960.
- 1950** BEDFORD Ventura 29-seater full luxury Plaxton body, high-back Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960.
- 1949** MAUDSLAY 7.7 A.E.C. oil engine, 33-seater full luxury Gurney Nutting body, fitted with heater, clean condition throughout, certificate of fitness 1960.
- 1949** DAIMLER 33-seater full luxury Harrington dorsal fin body, fitted with heater, in good clean condition throughout, certificate of fitness 1959.
- 1948** BEDFORD Vista 29-seater Duple body, Dunlopillo seats, in good clean condition throughout, certificate of fitness 1960; choice of three.
- 1947** MAUDSLAY 7.7 A.E.C. oil engine, fitted with a 1951 full-front Strachan body, heater, in good clean condition throughout, certificate of fitness 1959.

WE also have a choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

### PART-EXCHANGE. HIRE-PURCHASE.

### BARNARD AND BARNARD, L.TD.

310-326 SYDENHAM ROAD,

LONDON, S.E.26.

Sydenham 4622, 3778.

AFTER 5 p.m. and 12.30 Saturday, phone, Biggin Hill 130. 775-199

### FRANK COWLEY.

### 200 BUSES AND COACHES

ACTUALLY IN STOCK

AND

READY FOR IMMEDIATE SERVICE.

- 1948** A.E.C. super luxury coach, Burlingham body, immaculate condition throughout, 9.6 engine and air brakes, £595.
- 1949** A.E.C. full luxury coaches fitted with Windover bodies and 7.7 engines, £425.
- 1949** DENNIS 35-seater coach, certified and in excellent condition, fitted Dennis Big 6 Diesel, £375.
- 1948** BRISTOL 35-seater bus, Gardner SLW engine and 5-speed gearbox, in new condition, £395.
- 1950** DAIMLER 33-seater full-front Plaxton super coach, immaculate condition throughout, certified late 1959, £495.
- 1949** CROSSLEY, choice of 20 33-seater full-luxury coaches, bodies by Burlingham, Duple and Plaxton, in first-class order and condition, £340 each, a very lovely fleet of vehicles.
- 1947** A.E.C. 33-seater service buses, 7.7 Diesels, immaculate throughout, £295.
- LEYLAND** 35-seater service buses, 1949 bodies, almost as new, first-class, clean, sound machines, £295 each.
- 1945** GUY high-bridge double-deckers, in immaculate condition throughout, £350.
- 1946** -47 DAIMLER double-deckers, fitted A.E.C. 7.7 Diesels, good machines, £240.
- DAIMLER** double-deckers, fitted 1948-49-50 bodies and Gardner SLW engines, £240.
- LEYLAND** high-bridge double-deckers, very super buses with 1948-49 Burlingham bodies, £240.
- ALL** the above machines are in first-class condition and ready to go to work.
- WE** have 350 vehicles for you to choose from.
- OVER** 100 single- and double-deckers from £100 each.

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Phone, Manchester Blackfriars 7577 and Blackfriars 1048. 775-239

### DON EVERALL, L.TD.

34 CLEVELAND ROAD, WOLVERHAMPTON.

### PASSENGER TRANSPORT SPECIALISTS.

- 1955** COMMER, Rootes Diesel, 41-seater Plaxton coaches, heaters, etc., certified 1960, £2,650.
- 1953** LEYLAND Royal Tiger 41-seater Burlingham coach, certified 1963.
- 1951** August, BEDFORD petrol 34-seater Plaxton coach, certified 1961.
- 1949** GUY Meadows Diesel engine, fitted with 1952 37-seater Yeates coach body, certified 1960, being repainted, £1,150.
- 1948** A.E.C. Mk. III, 9.6 Diesel engine, 33-seater Burlingham coach, certified 1960, £700.
- 1947** PSI 33-seater Burlingham coaches, certified 1960, £575; choice of two.
- 50** Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

### HIRE.

- 33** SEATER half-cab Diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEK-ENDS 32347 AND 22293.

### DON EVERALL, L.TD.

775-78

## Used Passenger Vehicles (contd.)

### KIRKBY AND SONS (SALES), L.TD.

CROSS ROAD GARAGE, ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD

PETROL DUPE SUPER VEGA.

IMMEDIATE DELIVERY. OFFERED AT SPECIAL PRICE DUE TO LATE SEASON.

NEW A.E.C.

DUPE OR PLAXTON

41-SEATER

FOR IMMEDIATE DELIVERY.

**1956** 41-seater BEDFORD Duple Super Vega, £2,550.

**1956** COMMER TS3 41-seater Duple, many extras, £2,850.

**1957** 41-seater BEDFORD Duple, £2,850.

**1950** MAUDSLAY 7.7 A.E.C. Duple full-front 33-seater, certificate of fitness 1960, £1,050.

**1951** A.E.C. Mark IV 35-seater Burlingham Seagull, fitted with armchair seats, showroom condition, £2,150.

**1951** MAUDSLAY 7.7 A.E.C. 39-seater, full front, £1,050.

**1951** 39-seater Royal Tiger, Plaxton body, £2,150.

**1954** 38-seater Duple, £2,250.

**1950** COMMER Avenger 33-seater, choice of two, £700.

**SEVERAL** half-cabs, Leyland PSI, A.E.C. 9.6 and 7.7 from £100 with good certificates of fitness, Duple, Plaxton and Burlingham bodies.

TERMS AND EXCHANGES.

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775-304

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HAVE for immediate delivery the following used passenger vehicles:-

**1953** BEDFORD Vega 36-seater, cream exterior with fawn floral moquette seating, heater, certificate of fitness 1962.

**1949** A.E.C. 33-seater, Burlingham body, 9.6-litre engine, pre-selector gearbox.

**1949** COMMER, 30-seater Yeates body, immaculate condition.

**1947** DAIMLER, 33-seater Duple body, fitted A.E.C. 7.7-litre engine.

**1938** LEYLAND 33-seater, Diesel engine.

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### HARVESTER HOUSE.

STRATFORD-ON-AVON.

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BIRMINGHAM ROAD,

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USED PASSENGER VEHICLES.

CHOICE OF 20 1945 DAIMLER DOUBLE-DECK BUSES, FITTED WITH A.E.C. 7.7 DIESEL ENGINES.

VERY CLEAN, JUST OFF SERVICE. THESE VEHICLES ARE IN FIRST-CLASS RUNNING ORDER

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### FURTHER PARTICULARS

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ON APPLICATION. 775-82

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INGS ROAD, WAKEFIELD.

TRANSPORT VEHICLE SPECIALISTS.

NEW 1958 ATKINSON L644 lightweight (Gardner 4LW) 37-seater Plaxton Highway Omnibus.

**1954** BEDFORD (36 h.p. petrol) 36-seater Burlingham Seagull, heater, radio, cream-black.

**1951** ALBION Victor (Diesel FTD) 31-seater Cawood full-front, choice of two, cream-blue, £750.

**1950** ALBION CX9 (Diesel) 35-seater Cawood, cream, blue, choice of two, £425.

**1948** LEYLAND PSI (7.4 Diesel) 33-seater Burlingham, grey-blue, certified 1951, £650.

**1948** DENNIS Lancel (66-cylinder Diesel) 35-seater Duple, heater, certified 1959, £475.

**1946** -45 DAIMLER CVD6 (A.E.C. 7.7 Diesel) 56-seater Mamey double-decker, choice three.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, L.TD.

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## Used Passenger Vehicles (contd.)

### STANLEY HUGHES AND CO., L.TD.

LODGE GARAGE,

WHITEHALL ROAD WEST,

GOMERSALL, NEAR LEEDS.

Dudley Hill 1144 (six lines).

OFFER at special clearance prices to make room for new stocks.

**1951** CROSSLEY downdraught 37-seater Burlingham, certificate of fitness to 1961.

**1949** A.E.C., 9.6, Burlingham body.

**1949** A.E.C., 9.6 Plaxton body.

**1949** CROSSLEYS, with Plaxton and Burlingham bodies.

A Number of 1947-48-49 BEDFORDS with petrol and Perkins P6, from £275 each.

ALBION low-bridge double-decker, 6LW, first-class condition, just been certified.

SPARES for all types of passenger vehicle.

SEND for detailed list.

SPARE parts depot, Bradford 64331-4.

NIGHT phone, Mirfield 3183, 2160.

WALES—R. Cowdell, Newport 59866. 775-426

SCOTLAND—A. L. K. Simpson, Dunblane 2273.

### PERCY D. SLEEMAN, L.TD.

LONDON COMMER DEALERS.

COMMER Rootes Diesel Duple 41-seater, finished to 14 days' delivery.

A.E.C. Reliance, Duple 41-seater, finished to choice, 14 days' delivery.

**1955** COMMER, TS1, Plaxton bodies, 39- and 41-seaters, certificates of fitness.

**1951** LEYLAND Royal Tiger 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.

**1951** LEYLAND Royal Tiger 41-seater, mounted Gurney-Nutting body, 8 ft. wide, air brakes, certificate of fitness 1961.

**1948** A.E.C. with 35-seater front-entrance bus body, in exceptional condition, for office staff, workmen or export, from £350.

**1947** A.E.C., 7.7 engine, 33-seater, all-metal bus body, upholstered in green leather, certificate of fitness 1960, £325.

**1943** -46 DAIMLER 7.7 or Gardner SLW, choice of several, certificates of fitness, from £195.

**1943** -45 GUY, 55 seats, choice of several, 5- or 6-cylinder Gardners, certificates of fitness, from £195.

SEVERAL A.E.C. 9.6 and Leyland PSI, chassis only.

### 38 UXBRIDGE ROAD,

EALING, W.S.

Phone, Ealing 7987; Uxbridge 5022.

After hours, Western 1321. 775-340

### LES GLEAVE, L.TD.

**1948** FODEN, Burlingham body, 6-cylinder Gardner, certificate of fitness, ready for immediate use.

**1949** ALBION full-front 31-seater, petrol, certified to 1959.

**1950** BEDFORD Vista, £500.

**1950** AUSTIN coach, £200.

**1951** CROSSLEY Plaxton, full-front, 37 seats, certificate of fitness 1961, choice of two.

**TWO** COMMERs fitted with Duple body for immediate delivery.

**BEDFORD** Vegas, 41-seater Duples, for immediate delivery.

LES GLEAVE. Phone, Audlem 359 and 332. 775-218

### THURGOODS OF WARE.

**1952** GUY Arab (41) Trans-United luxury coach, excellent condition, metal top sliding windows, sliding roof, heater, demisters, chair seats, fog lamps, exterior red and cream, certified 1962, £1,975.

**1950** BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green, choice of two, from £675.

**1950** ALBION full-fronted coach, 31-seater Duple, high-back seats, certificate of fitness 1960, £825.

**1951** DENNIS Falcon 34-seater full-front coach, good tyres, certificate of fitness 1961, £875.

**1948** -7-6 BEDFORDS (29), green, red and grey, choice of three, from £325.

**1948** -50 BEDFORD buses (38-30), blue, green and red, choice of four from £275.

**BEDFORD** driver-operated door gears fitted, £17 15s.

**BEDFORD** re-trims and conversions to high-back, one-day service.

**STEAM** and underspray.

### DOUBLE-DECKERS.

CHOICE OF 20

### LOW- AND HIGH-BRIDGE BUSES.

GUYS, CROSSLEYS, LEYLANDS, A.E.C.s, DAIMLER, SLW GARDNER AND OTHER ENGINES IN GOOD ORDER, WELL MAINTAINED, AT LOW PRICES.

PHONE, WARE 833-4.

AFTER HOURS, 896. 775-342

A53

### Used Passenger Vehicles (contd.)

#### J. W. FIELDSEND, L. TD.

PALACE BUILDINGS,  
229 CROSS LANE,  
SALFORD, 5.  
Phone, Pendleton 5331.

- 1958** BEDFORD petrol 41-seater Plaxton.  
**1958** COMMER TS3 41-seater Plaxton, 2-speed axle.  
**1957** BEDFORD petrol 41-seater Plaxton and Duplex; choice of several.  
**1957** COMMER TS3 41-seater Plaxton or Duplex; choice of several.  
**1956** COMMER TS3 41-seater Duplex, choice of two.  
**1955** BEDFORD petrol 38-seater Duplex, choice of two.  
**1949** LEYLAND PS2 33-seater Harrington.  
**1949** LEYLAND PS2 35-seater full-front Harrington.  
**SEND** for full list.  
**PLEASE** write or phone for appointment to view. 775-307

#### THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.  
Phone, day 5258, night, 68503.

- NEW** AUSTIN 12-seater coaches, finished to P.S.V. requirements, price £850. Early delivery.  
**1951** LEYLAND PS1, full-front Plaxton body.  
**1951** DENNIS, 35-seater full-front Duplex body.  
**1950** MAUDSLAY, 33-seater full-front Burlingtonham.  
**1949** BEDFORD Vista 29-seater, new set high-back seats fitted, five years' certificate of fitness.  
**1947** MAUDSLAY, 35-seater full-front, luxury body.  
**1949** CROSSLEY, 33-seater luxury body.  
**H.P.** Facilities. Part-exchanges. 775-406

#### COLBRO, L. TD.

OFFER:—

- CHOICE** of a large quantity of BRISTOL L5G buses fitted with Gardner 5-cylinder engines, price £145 each.  
**TWO** GUY double-deckers, fitted 6LW engines, £225 each.  
**ONE** BEDFORD, fitted Perkins P6, in immaculate condition, ready for immediate use, price £225.  
**ALSO** many other buses, both single- and double-deck, low and high bridge, by A.E.C., Dennis, Leyland, Bristol, Guy, etc.  
**JAW BONE WORKS.**  
WOOD LANE,  
ROTHWELL, LEEDS.  
Phone, Rothwell 3258. 775-315

- £250** Each. Two LEYLAND 8.6 Diesel 33-seaters, 1949 Strachan bodies (£450 the two). Bennett, 18 Gladstone Rd., Croydon. (Mornings, phone 4332.) 776-62  
**1949** Commer 29-seater, Harrington body, certificate of fitness 28.2.59, £250. 1949 Crossley Maudslay 7.7 33-seater, certificate of fitness 26.5.61, £250. Box CM7314, care of "The Commercial Motor." 775-6542

### Used Passenger Vehicles (contd.)

#### ALEXANDER AND TATHAM, L. TD.

SURBITON STREET,  
SHEFFIELD, 9.  
Phone 42931.

- LEYLANDS**, 33-, 35- and 39-seaters, rebodied in 1949, 50 7.4 L-type or 7.7 A.E.C. engine, certificates of fitness, mid-1960, immaculate condition, £250-£300.  
**GUY** low-bridge double-deckers, Eastern Coach Works bodies, 5LW engines, £275-£325.  
**DENNIS**, high-bridge double-deckers, 7.7 A.E.C. engine, £275.  
**BRISTOL**, 1948, Eastern Coach Works bodies, 35-seater, 7.7 A.E.C. engine, certificate of fitness September, 1960, in excellent body and mechanical condition, £550.  
**MOST** of the above vehicles have current certificates of fitness and are in very good body and mechanical condition. 775-913

#### NORTHS

PONT-FRACT ROAD,  
LEEDS, 10.  
Phone 76809.

OFFER:—

- A** Large number of very clean LEYLAND TD56, fitted 1947 Burlingtonham high-bridge bodies, exceptional condition, certificates of fitness 12 months, from £150 each.  
**GUY**, 1946, high-bridge, all-metal Park Royal body, certificate of fitness 1961, £450.  
**PART-EXCHANGES**, terms. Delivery anywhere, distance no object. 775-399

#### ERRINGTONS OF EVINGTON, L. TD.

- 1949** BEDFORD 30-seater full-front luxury coach good condition throughout, certified 1959, £420.  
**1948** DENNIS Lancel III, Yeates 35-seater.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER

PHONE 38102-3. 775-437

**RENTON'S LUXURY COACHES** have now for disposal:—

- 1949** FODEN, 6LW engine, full-fronted 33-seater luxury Plaxton body, heater, radio, £325.  
**1951** LEYLAND PS1 full-fronted 8-ft. Bellhouse-Martwell 35-seater luxury body, courier seat, heater, demisters, 1960 telephone, Perspex domes, Continental lights, etc., £1,095.  
**1951** LEYLAND PS1, full fronted Plaxton 30 ft. by 8 ft. luxury Envoy 39-seater body, courier seat, heater, radio, £1,695.  
**THE** above coaches are at present working and are in fine condition. Apply for viewing at 522 Manchester Rd., Hollinwood, Oldham, Lancs. Fallowfield 1438. 775-400

- BEDFORD** Duplex Vega 33-seater, heater, quarter lights, registered March, 1952, £1,200.  
**A.E.C.** 7.7 engine, full-fronted Burlingtonham body, 35-seater, registered March, 1950, £1,200.  
**MAUDSLAY**, 7.7 A.E.C. engine, 1948, new Duplex body fitted in 1954, 35-seater, £1,700.  
**LEYLAND** PS1, 1948, new Duplex body fitted in 1954, 35-seater, £1,700.  
**SEPTEMBER** delivery of new 11-seater Thames Kenex P.S.V. coach.  
**ALL** in first-class condition, including tyres and batteries.  
**STOCKLAND GARAGE**, Marsh Hill, Erdington, Birmingham. Phone, Erdington 2488. 775-434

- DEACON'S GARAGE**, Dorchester, Oxon. Phone, 4300.  
**NUMBER** of 1946 A.E.C. double-deck buses, 56-seaters, Metro-Cam bodies, certificates of fitness to 1960, from £300.  
**CHOICE** of four 6-cylinder Gardners and several Maudslays.  
**CHOICE** of GUY double-deck 6LW and 5LW 56-seaters, from £225. 775-110

### Used Passenger Vehicles (contd.)

- 1956** BEDFORD, 41, Plaxton, £2,500.  
**1956** BEDFORD, 41, Duplex, £2,500.  
**1952** BEDFORD, 38, Gurney Nutting, £1,700.  
**1955** A.E.C. Reliance, 41, Plaxton, £3,750.  
**1953** A.E.C. Mark IV, 41, £2,500.  
**1950** COMMER Avenger, 32, Harringtons, dorsal fin.  
**SPECIAL** offer £13,250 for the six.

**CAMPING'S COACHES**, Park Crescent, Brighton, 25403. 775-294

- BEDFORD** Duplex 26-seater full luxury, lift-up roof light, exceptional condition, £250.  
**1949** CROSSLEY Plaxton, spotless condition inside and out, good tyres, £425. Simpson, 28 High St., S.E.20. Syd 8226. 776-742

**GARNER COACHES, LTD.**, offer for immediate service A.E.C., Dennis and Austin 29-33-seater coaches, all with certificates of fitness, attractive prices. 37 South Ealing Rd., London, W.5. Ealing 9046. 775-245

**DAIMLER** 56-seater double-decked buses with A.E.C. 7.7 Diesel engines, choice of three excellent machines at £150. Also a very large selection of Albion, A.E.C. and Foden 33-seater coaches, suitable for public works contractor, at prices from £200. Let us have your inquiry now for benefit of selection.

**S.M.T. SALES AND SERVICE CO., LTD.**, 177-205 Finnieston St., Glasgow, C.3. Phone, Douglas 2940. 775-107

**PERLESS MOTORS, LTD.**, Bath Rd., Slough. Phone 25121.

- 1942** LEYLAND petrol for workmen's transport, 25.  
**1949** CROSSLEY Diesel, for workmen's transport, £250.  
**1952** KARRIER 14-seater coach, in excellent condition, certificate of fitness November, 1960, £1,095. 775-397

### NEW PASSENGER VEHICLES

#### BEDFORD

#### COACHES AND COMPONENTS, L. TD.

409-475 HOLLOWAY ROAD, LONDON, N.7.  
Phone, Archway 2647 (five lines).

**ARE** now taking orders for 1959 BEDFORD 29- to 41-seater capacity luxury coaches, fitted with petrol or Diesel engines.  
**PART-EXCHANGES** and **H.P.** terms arranged to your satisfaction. 775-0678

#### COMMER

#### DON EVERALL, L. TD.

34 CLEVELAND ROAD,  
WOLVERHAMPTON.  
Phone 23212.

1958 COMMERCIAL ROOTES DIESEL

#### 41-SEATER DUPLEX LUXURY COACHES.

AIR BRAKES, OVERDRIVE, HEATERS, ETC.

Delivery end of September. Painted to your instructions. We have just purchased Duplex Motors' remaining stock of Commer Bodies and can offer very favourable terms, part-exchanges, etc. 775-76

#### VOLKSWAGEN

**EUROPEAN CARS, LTD.**, distributors for London western districts; early delivery Kombi Microbus, van, pick-up, ambulance. 129-131 Old Brompton Rd., S.W.7. Fre 7722. 775-830

## MISCELLANEOUS VEHICLES FOR SALE AND WANTED

### AMBULANCES

**BEDFORD**, Austin, Albion and Rolls-Royce ambulances, 12 h.p. to 30 h.p., from £100 to £500. Lawton-Goodman, 135 Crickwood Broadway, N.W.2. Gladstone 2236. 775-47

### ARTICULATED VEHICLES INCLUDING MECHANICAL HORSES

**CARRIMORE** close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.  
**CARRIMORE SIX-WHEELERS, LTD.**, Carrimore Works, North Finchley, N.12. Hillside 3631-2-3. 775-708

**BEDFORD** Commer-Scammell 8-ton tractors, 3- and 6-ton Scammell mechanical horses; unit and trailer coupling gears; Scammell trailers. Tilley, Ltd., Wolverton, Bucks. 775-8447

**NEW BEDFORD-SCAMMELL** 8-ton Diesel forward-control tractor.  
**BEDFORD-TASKER** tractor, P6 engine, excellent throughout.

**1951** BEDFORD-SCAMMELL tractor, petrol engine, sound condition throughout.

**SCAMMELL** Scarab, on favourable delivery.

**DEMONSTRATIONS.**

**INQUIRIES** from the specialists:—

**E. J. BAKER AND CO. (DORKING), L. TD.**  
DORKING 3822, EXT. 19. 775-189

### Miscellaneous Vehicles (contd.)

#### CAPITAL MOTOR CO., L. TD.

SCAMMELL DISTRIBUTORS,  
BEDFORD MAIN DEALERS.

**NEW BEDFORD-SCAMMELL** 8-ton forward-control and 10-ton tractor units, immediate delivery.

**NEW SCAMMELL** trailers, early delivery.

**NEW SCAMMELL** Scarab for early delivery, either petrol or Diesel engine.

**1954** SCAMMELL 6-ton Scarab, in excellent condition throughout, £450.

**1950** (Registered) BEDFORD-SCAMMELL tractor unit, Diesel and first-class mechanical condition.

**1949** SCAMMELL 3-ton Scarab and two 15-ft. boxvan trailers, clean condition.

**REMINGTON ST., City Rd., N.1. (Near Angel)** Clerkwell 7456. 775-252

#### G.T.C. (COMMERCIALS), L. TD.

**1956** Model BEDFORD Diesel 7-ton short-wheelbase chassis-cab, reconditioned engine just fitted, one licence owner, ideal for conversion to artic. unit or tipper.

**1951** BEDFORD-SCAMMELL Perkins P6 artic. unit, synchromesh gearbox, one owner, £265.  
**UNREGISTERED BEDFORD** 10-ton artic. unit (ex-M.O.S.), S.A.E. coupling, in outstanding condition, nearly new tyres all round, £275.

**G.T.C. (COMMERCIALS), LTD.**, 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station) Advance 5242-3. 775-372

### Miscellaneous Vehicles (contd.)

**1953** Karrier 5-ton artic. unit with two long hyd. tipping drop-side trailers, excellent condition, bargain. Mrs. E. Hales, 7 Manor Rd., Wales, nr. Sheffield. Phone, Kiveton 479. 775-6561

**1956** boxvan trailer of 950-1,000 cu. ft., roller shutter at rear and roof ventilators, 45,000 miles approximately, Michelin X tyres, as new, £1,150.

**W. H. PERRY, LTD.**, Station Bridge, Wealdstone, Phone, Harrow 1931. 775-242

**7** Diesel articulator in good condition, 23-ft. trailer, £300 o.n.o. Walkers Filling Station, Ecclestone, near Sheffield. Phone 3667. 775-311

**A** Large selection of articulated vehicles always in stock, 3-tonners to 100-tonners including a wide variety of types. Let us know your requirements. Terms and exchanges.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-175

### BREAKDOWN VEHICLES

**UNREGISTERED** ex-W.D. Austin 6 by 4, A.E.C. 6 by 6, Albion 6 by 6, c/w winches, Cumber and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 775-652

**STUDEBAKER** double-drive 6-wheeler, converted to right-hand-drive, fitted with 5LW Gardner, make ideal breakdown truck, £225. 9 Newthorpe Common, Eastwood, Notts. Phone, Langley Mill 2623. 775-261

## Miscellaneous Vehicles (contd.)

### Breakdown Vehicles Wanted

**HEAVY** breakdown recovery vehicle required. Scammell, Mack, Diamond T or Albion. Full details to Box CM743, care of "The Commercial Motor." 775-95

### CAR TRANSPORTERS

**COMMERCIAL-KARRIER** 4-car transporters, purchased March, 1957. Maintained by makers, £2,400. A.C.T., 6 Marsh Lane, Solihull, Warwickshire. Phone, Solihull 0291. 775-75

### Car Transporters Wanted

**CAR** transporter wanted. Complete unit or trailer only. Details to Box CM7310 care of "The Commercial Motor." 782-6536

### CATTLE CONVEYORS AND HORSEBOXES

**G. C. SMITH (COACHWORKS)**, Long Wharton, Loughborough, Leics. Specialists in horseboxes and livestock bodies. Phone, Hathern 291-2. 775-998

### ESTATE CARS AND UTILITIES

**BOGNOR STATION GARAGE.**

**MORRIS** Minor Traveller, £515. 20 Longford Rd. Bognor 2102. 775-392

### EX-W.D. VEHICLES

A NAME WORTH KNOWING.

**CUNDEY AND STEWART, LTD.**

ALFRETON, DERBYSHIRE.

Phone, Leabrooks 477.

### THE EX-W.D.

DEALERS AND DISMANTLERS.

4 X 4 SPECIALISTS 6 X 6.

VEHICLES. SPARES. TYRES. 775-704

**EX-W.D.** trucks and spares, including Chevrolets, Ford, Dodge, Studebaker. C. M. Sworder (Motors), Lane End, High Wycombe, Bucks. Phone, Lane End 234. 775-909

**J. H. ROLLASON**, Romsey Rd., Cadnam 3301, Hants. Specialists in 4 x 4 and 6 x 6 4-drive vehicles and spares, including Ford, Chevrolet, Dodge, Austin, Bedford, Maudslayi. 775-821

**AUSTIN** and Bedford 4 x 2 and 4 x 4 3-ton vehicles, in first-class condition, available. Specification and photographs available on request. Overseas inquiries invited.

**C. MORGAN AND SON**, Waltham Chase, Southampton, Phone, Bishop's, Waltham 133. Cables, "Morgan's", Southampton.

**M.O.S.** reconditioned ALBION 6 x 6 with winch, £200. Also many other ex-W.D. vehicles available. Ashby's Garage, Phone, Cobham (Surrey) 3154. 775-719

**EX-W.D. BEDFORD** lorries, in excellent condition, some fitted twin rear wheels, from £79 to £95. 19-27 Swan Rd., Hanworth, Middx. Phone, Feltham 2598. 780-5887

**BEDFORD** 4 by 2, Army reconditioned, £125.

**BEDFORD** 4 by 4, Army reconditioned, £125.

**PERCY SLEEMAN, LTD.**, 38 Uxbridge Rd., Ealing, W.5. Phone, Ealing 7987; Uxbridge 5022, after hours, Western 1321. 775-337

### LUTON VANS AND PANTECHNICS

**LARGE FORD** Luton van, one owner, new engine and new body recently fitted, real bargain, £95. Mrs. E. Hales, 7 Manor Rd., Wakes, nr. Sheffield. Phone, Kiveton 476. 775-6563

**MAUDSLAY** Meritor 8-wheeled Luton van, A.E.C. 9.6 engine, choice of two, one registered December, 1950, one February, 1951, used on C licence work only, in good order, can be seen working, £1,200 o.n.o. W. Fulton 15 Nicholas St., Manchester. Central 5338. 775-6574

**1,750-CU.-FT.** 5-ton 1950 AUSTIN Loadstar, only done 8,000 miles since reconditioned P6 engine fitted, body overhauled Plymouth, good tyres, £485. Phone, Stepney Green 5522. 775-119

**1948 BEDFORD** 29-seater coach, body rough, OB chassis, ideal for converting for low-loading furniture vehicle, good runner, £75.

**E. J. BAKER AND CO. (DORKING), LTD.**, Trading Estate, Farnham, Surrey. Phone, Farnham 4626-7. 775-49

**1945 AUSTIN** 900-cu.-ft. Luton van, on 5-ton chassis, good mechanical condition, body in excellent condition and has been maintained by Thomas Allison, of Sheffield. Cheap Caudles, Queens Rd., Sheffield. 776-x743

**NEW AUSTIN** 4-ton 1,450-cu.-ft. capacity Luton van, immediate delivery.

**NEW AUSTIN** 10-cwt. petrol 525-cu.-ft. capacity Luton van, available after display at Commercial Motor show.

### H. A. S. SAUNDERS, LTD.

LONDON ROAD,

HIGH WYCOMBE, BUCKS.

Phone, High Wycombe 3141. 776-6592

**ALWAYS** a good selection of pantechnics and box-vans from 900-1,000-cu.-ft. capacity. Guy Vixen, Austin, Morris, etc. Contact the van specialists, Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 77667. 775-64

## Miscellaneous Vehicles (contd.)

### BIRMINGHAM COMMERCIAL OFFER:-

**1952 BEDFORD** 1,450 c.c. Luton van.

**1950 COMMERCIAL** QX, 1,850 c.c. Luton van.

**1954 DENNIS** Stork 900 c.c. Luton van.

**1950 JENSEN** 1,450 c.c. Luton van.

### 560 COVENTRY ROAD,

SMALL HEATH,

BIRMINGHAM, 10.

Phone, Victoria 0437-8. 775-144

**1948 JENSEN** lightweight.

**H. F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 775-276

### SPURLING CITY DEPOT OFFER:-

**1956 BEDFORD** 3-ton 4-cylinder Diesel furniture van, approximately 900 cu. ft. capacity.

HIRE-PURCHASE. PART-EXCHANGES.

**176-9 SHOREDITCH HIGH STREET,**

LONDON, E.1.

Phone, Shoreditch 8433. 775-297

### G.T.C. (COMMERCIALS), LTD.

**1954 AUSTIN** 2-3-ton 700-cu.-ft. Luton van, separate cab, really clean, one owner, £395.

**1951 BEDFORD** 2-3-ton 650-cu.-ft. Luton van, separate cab, synchromesh gearbox, one owner, £145.

**G.T.C. (COMMERCIALS), LTD.**, 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 775-371

**1954 AUSTIN** 3-ton with meat body and hanging rail, excellent condition, £395.

**1954 BEDFORD** 5-ton boxvan, 1,000 cu. ft., £300.

**1953 BEDFORD** 5-ton boxvan, 750 cu. ft., £290.

**1953 AUSTIN** 5-ton pantechnicon, 900 cu. ft., with drop well, Climax body, £380.

**1951 BEDFORD** 5-ton Luton integral cab, 1,000 cu. ft., low loading, £295.

**1950 FORD** Thames Diesel P6 with 1,300-cu.-ft. Plymax body, in excellent condition, £350.

**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10.

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775-445

**FOR** sale separately to best offers: Austin 5-ton payload Luton, 1,300-cu.-ft. capacity, registration date April, 1949, with petrol engine first-class condition; also Ford Thames 5-ton Luton, 1,350-cu.-ft. capacity, registration date October, 1952, with Perkins P6 Diesel engine fitted April, 1955, good condition. Phone Mr. J. Uilmann, Wat 4210. 775-346

**MOBILE SHOPS, CANTEENS, ETC.**

**MOBILE** shops, canteens, vehicles and trailers, petrol and Diesel, large selection. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladstone 2226. 775-46

### MUNICIPAL VEHICLES-WANTED

**WANTED**, gully and cesspool emptiers, condition and make immaterial, distance no object. Lines of Wootton, near Canterbury. Phone, Selsted 37. 775-412

### OIL-ENGINE VEHICLES (USED)

**DIESEL** P6 VULCAN 7T drop-sided lorry, good tyres, new battery, £225. Offers, Galbraith, Sharden 368, Kent. 775-x852

**ROAD ROLLERS**

**BEDFORD** Roller, Diesel, 3-tonner, good condition, 9 Walkers Filling Station, Ecclesfield, near Sheffield. Phone 3667. 775-310

### TANK WAGONS

**UNREGISTERED** ex-W.D. A.E.C. 6 x 6 2,500-gal. and Bedford QL 4 x 4 900-gal. fuelers; also 900-gal. Bowler trailers. Cundy and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477. 775-653

**ARTICULATED** insulated stainless-steel trailer tank-carriers, for disposal. Box CM5815, care of "The Commercial Motor." 775-656

**ALL** types of tanks, tankers and trailer tank-carriers for disposal. Bridgman Motors (Commercial) Ltd., Station Garage, Botley, Southampton. Phone, Botley 2347. 775-667

**1951 BEDFORD** 1,200-gallon 2-compartment with power pump.

**1950 BEDFORD** 1,200-gallon 2-compartment with power pump.

**1951 BEDFORD** 1,000-gallon 2-compartment with power pump.

**1950 AUSTIN** 1,500-gallon 3-compartment.

**1948 DENNIS** 1,200-gallon 4-compartment.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 775-279

## Sept. 5, 1958—THE COMMERCIAL MOTOR 57

(Supplement)

## Miscellaneous Vehicles (contd.)

**1947 A.E.C.** 8-wheeler, 3,600-gallon 6-compartment tanker in good running order, choice of two, £750 each.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-185

**ONE** 4,000-gallon 5-compartment of 800 gallons Darham vehicle tank. One 3,600-gallon 6-compartment of 600 vehicle tank. Two 600-gallon oil-tender tanks. One 4,000-gallon American vehicle tank suitable for storage. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge 8617-8. 775-386

### Tank Wagons Wanted

**WANTED**, Scammell frameless trailer tankers, 2,000 gal., 4-compartment, spirit type; also small vehicle tanks. Box CM695, care of "The Commercial Motor." 775-44

**VEHICLE** tanks from 250 gal. upwards. Quinton and Thompson, Ltd., Lancaster Rd., Uxbridge. Uxbridge 8617-8. 775-385

### TIPPING LORRIES

**1954 LEYLAND** Comet tipper, alloy body, good condition. Livesey, Leamington Rd., Alnsdale, Southport. 776-a584

**FOR** sale, DODGE, September, 1946, short-wheelbase tipper, Woods hoist type, licensed and in running order, £165. Universal Garage, Portlisle, Sussex. Phone, Hove 48187. 775-a848

**1956 FORD** Thames ETT Diesel tipper, steel body, in good running order, choice of six, £350 each.

**1954 FORD** Thames 4D 5-yd. tipper steel body, one owner since new, excellent running order, £365. Also a number of other useful tipping lorries in stock.

**RUSH GREEN MOTORS**, Langley, Hitchin, Herts. Phone, Stevenage 175. 775-182

**LEYLAND** Comet 90 as new, used only as Leyland demonstrator, recorded mileage under 4,000, full-front cab, 5-speed box, 2-speed axle, fitted Pilot heavy-duty hoist and all-steel 7-8-yd. dumper or ballast body complete to makers' specification and with 9.00 by 20 tyres, cellulosed Leyland crimson, list price almost £1,000 offered for immediate delivery, cash or terms, £2,350. Morris, 506-508 Kingston Rd., S.W.20. Phone, Cherrywood 4508 and 1480. 775-170

**1952 SEDDON**, Perkins P6, 5-speed David Brown gearbox, twin-ram tipper, C. Russell, 46 Clarence St., Southampton. Phone 26590. 775-194

**1953 FODEN** 8-wheel tipper.

**1948 FODEN** 6-wheel tipper.

**WILLIAM H. SHORT (CONTRACTORS), LTD.**, 7 High Fields Garage, Baker St., Newthorpe, Notts. Phone, Kimberley 2391-2. 775-241

**1954 S.4** (G) bulk grain tipper, 650 cu. ft., in excellent condition, bulk body and gear, 6-month-old chassis on Michelin D20, engine resealed and in perfect condition.

**BARTON MOTORS (PRESTON), LTD.**, Phone, Preston 4664. 775-232

**1948 BEDFORD** long-wheelbase 8-yd. tipper, alloy body.

**F. A. DOLMAN, LTD.**, 186 Carlton Avenue, Southend-on-Sea. Phone 43262. 775-277

**1953 BEDFORD** 5-ton tipper, new engine, four new rear tyres, guaranteed, £370.

**CAMPBELL SYMONDS AND CO., LTD.**, Forty C Avenue, Wembley, Arnold 7771. 775-326

**1954 BEDFORD** A-type 5-ton long-wheelbase tipper, Duramin body, Anthony hoist tipping gear, £490.

**1953 BEDFORD** tipper, 5-ton, long wheelbase, Edbro gear, in very good condition, 80% tyres, £325.

**1950 AUSTIN** Loadstar long-wheelbase tipper, £195.

**CHANDLERS MOTORS, LTD.**, 71 Greenwich South St., London, S.E.10.

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775-446

**9-YD.** Homalloy body, 13-ft. long, immaculate, £100, with 6LW Edbro tipping gear, twin van, brand new, £60. Seward, Black Horse Cafe, Newport Pagnell. 775-xC361

### TRACTORS

**1957 BEDFORD-SCAMMELL** Diesel artic. unit, one owner since new, small mileage, £650.

**1953 DODGE** Diesel artic. unit, Perkins engine, 2-speed axle, in excellent running order, Scammell coupling, £350.

**1952 LEYLAND** Comet 90 artic. unit, 2-speed axle, S.A.E. coupling, one owner since new clean and low mileage.

**1950 SCAMMELL** articulated unit 6LW engine, in excellent running order.

**1948 E.R.F.** artic. tractor unit with reconditioned very clean vehicle, £475.

**ANY** of the above tractor units can be supplied with suitable trailers if required. Terms. Exchanges.

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**WIGGS AND SONS, LTD.** invite you to save by converting to Meadows Diesel. We are the conversion distributors for London and Home Counties. This reliable, economical and well-proved engine is suitable for fitting to most makes of vehicle. All Meadows 4DC230 engine spares available from stock. 179a Peckham Park Rd., S.E.15. New Cross 1241. 775-933

**MEADOWS** Diesel engine-gearbox unit bargains.  
FEW brand-new MRK-2 Meadows Diesel engines complete with clutch, 5-speed Meadows gearbox, pump, starter, ammeter, dynamo, fan, switches, etc., ready to install with fixing brackets, cost £550 each, now selling for £425 each, complete. Old Diesels taken in exchange-deal, and terms arranged, suit 5-6-7-8-tonner vehicles. Surplus to requirements. Curlew Engineers, Helston Cwll, Phone, Helston 252. 775-6577

**MEADOWS** 4DC 420 engine, gearbox, cheap to clear. Smith, 66 Sewardstone Rd., Chisford, E. 775-8845

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OFFERS:—  
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**BRISTOL** and Weston-super-Mare

**H** HEAVIEST breakdown equipment in the West of England; 24-hour service for all types of recovery work. A.C.V. official repairers and authorized dealers. Foden repairs and spares service. Diesel specialists. Phone, day and night, Bristol 77667; and Weston-super-Mare 3521.

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(Supplement)

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**REPAIRED** by electro-deposition at 60 degrees F., tensile strength greater than original; process as approved A.A. and R.A.C. Electrobond, London, N.17. Bowes Park 9651. 775-834

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**ONE** pair 1953 Leyland Hippo double-drive discs

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**COACH** business for sale in West Middlesex area, consisting of five modern coaches, two 41 Commer Daples, two Bedford Duple one 41 Kulland. Adjacent site can be rented turnover £20,000 net annum approx. Box CM7510, care of "The Commercial Motor." 775-129

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**HAULAGE** business, situated between London and Reading, established over 20 years, limited company, consisting of two 8-wheelers, one heavy articulator, one 8-tonner, special A and A licences, one 9-tonner on contract A, 5-ton mobile crane and service van. Vehicles on regular work and maintained in first-class condition, ill-health reason for disposal. Principles only apply in first instance Box CM7515, care of "The Commercial Motor." 775-x741

A61

### Miscellaneous Advertisements (contd.)

**TO LET**  
**GARAGE ACCOMMODATION**  
FOR ALL TYPES OF COMMERCIAL VEHICLES, ALSO  
TAXIS, PRIVATE CAR HIRE SERVICE, WORKSHOP  
AND OFFICES.

Approx. size premises, garage 98 ft. x 27 ft.; workshop on  
garage 27 ft. x 13 ft. 6 in.; offices 57 ft. x 9 ft.

**PHONE, BOWES PARK 3664.**

**HAULAGE** business for sale, well-established West  
Midland area, two B, three A, one S licences, turn-  
over £13,000, offers. Box CM7522, care of "The Com-  
mercial Motor." 775-6593

### Businesses, Premises, Offices, etc., Wanted

**WANTED**, haulage businesses with special A licences,  
in any part of the country.

**WILDE AND BENNETT, L.**

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 356.

775-149

**GOOD** coach business required urgently, Southern half  
of England preferred, strict confidence, Write Box  
CM7521, care of "The Commercial Motor." 775-441

### CONTRACTS FOR HIRE AND WANTED

**SMALL** private firm requires furniture delivery contract  
(or similar), 1,300-cu.-ft. vans, very competitive rates,  
fully insured, personal attention. Box CM7514, care of  
"The Commercial Motor." 777-8844

**TRANSPORT** engineer (A.I.R.T.E.) will inspect, main-  
tain, repair vehicles North West and Northern Areas,  
7-day week, 5-ton flat available for substitution or distri-  
bution service, storage. 42 Ash St., Southport. Phone  
2496. 775-x711

### CONVERSIONS

**CONVERT YOUR VEHICLES**  
**TO FORD 4D AND 6D POWER.**

ALL MAKES OF VEHICLES UP TO 7 TONS CAN  
NOW BE FITTED WITH THE COST-CUTTING FORD  
4D AND 6D ENGINES, MEANING:—

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

### QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

221 DEANSGATE, MANCHESTER, 3.

Phone, Blackfriars 2468.

775-664

### HENDY FOR FORD.

BRITAIN'S FIRST FORD DISTRIBUTOR.

DIESEL 4D AND 6D ENGINES WITH REAR-END  
CONVERSIONS.

WE SPECIALIZE IN CONVERTING OR REBUILDING  
ALL TYPES OF COMMERCIAL VEHICLES AND  
INDUSTRIAL POWER PLANT.

FREE—TECHNICAL ADVICE AND ESTIMATES

**PERCY HENDY, L.**

SOUTHAMPTON 28331.

775-907

### CHURCH ROAD MOTORS.

PERKINS SIGNHOLDERS.

PIONEER CONVERSION SPECIALISTS

USING

PERKINS, FORD 4D AND 6D DIESEL UNITS.

AND OTHER UNITS WHERE SPECIFIED.

**THOROUGHLY** experienced, offering a first-class  
engineering job, which is as important as price for  
long-term policy and satisfactory operation.

**HIRE-PURCHASE** terms available on all transactions,  
subject to a satisfactory proposal.

**IMPERIAL GARAGE**, Hadleigh, Essex. Phone 57271;  
night calls 57272.

775-696

**FORD 4D** conversions, fully machined bell housings to  
suit Bedford crash or synchromesh gearboxes.  
**EDWARDS AND CO.**, Nile St., Burslem, Stoke-on-  
Trent. Phone, S-on-T. 87906.

A62

### Miscellaneous Advertisements (contd.)

**NEW PERKINS ENGINES**  
**FOR**  
**PETROL TO DIESEL**  
**CONVERSION.**

AUSTIN, BEDFORD, COMMER, FORD,  
DODGE, VULCAN, ETC.

Outright Sales or Installation at Short Notice.

PERKINS SIGNHOLDERS.

COMPREHENSIVE SPARES STOCKISTS.

Replacement Perpetuity Engines always available from  
Stock.

CROMARD LINERS AND PISTON SETS IN STOCK.

**PRAILLS (HEREFORD), LTD.**

HOLMER ROAD,

HEREFORD.

Phone 4221 (six lines).

775-825

### HAULAGE AND BACK LOADS

**CHARD TRANSPORT CO., LTD.**, for all types of  
traffic to and from the West Country, serving London,  
Bristol, Southampton, Midlands, Liverpool, Manchester,  
etc. Phone 1423-6; night, 3365. 15 High St., Chard,  
Somerset. 780-6408

**BUNKERING** station off A49, a special bonus rate for  
Diesel and Petrol, owners please write for particulars.  
Bradley Lane Garage, Standish, Wigan. 775-x651

**1,600-CU.-FT.** van, Exeter to London return load  
required weekly. Box CM7425, care of "The  
Commercial Motor." 775-x667

### HIRE-PURCHASE

**H.P.** Finance available, private deals, prompt settle-  
ment. Finexira, Ltd., 58 Jermyn St., S.W.1.  
Phone until 9 p.m., Hyde 1391. 775-980

**HIRE-PURCHASE** and rental facilities available for  
all cars and equipment, etc. private deals, also  
financed. D. Everard, Ltd., 62 Oxford St., London,  
W.1. Museum 0811. 775-402

### INSURANCE

**INVINCIBLE.** Premiums payable quarterly.

**INVINCIBLE** for immediate cover and service. Write,  
phone or call.

**INVINCIBLE POLICIES, LTD.**, 7 Whittington Avenue,  
London, E.C.3. Mansion House 2961. 775-416

### PAUL CHILDS, L.

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

**BEST** market rates—no claim bonus to 40%. Monthly  
or quarterly payments accepted. 775-634

**COMMERCIAL** vehicle and car insurance, expert advice,  
competitive rates, no-claim bonus to 40%, cars to  
50% deferred premiums. Obtain the best terms from  
specialist motor insurance brokers.

**INSURANCE ACCEPTANCES, LTD.**, 63-64 Broad St.  
Avenue, London, E.C.2. London Wall 7641-3. 775-630

**COMPETITIVE** rates, wide cover, excellent service, fleet  
inquiries invited. Forster and Co., Ltd., Dept. T,  
63 Queen Victoria St., E.C.4. 775-685

### MISCELLANEOUS

**PRIESTMAN** Cub excavator with face shovel equipment,  
t.v.o. engine, inspected running my works, £185.  
Norman Walker, Anlaby, Hull. 775-6520

**GOOD** roadway grade sleepers for sale, ex-site, 6s. each.  
Relayable grade at 9s. each. Delivery, anywhere,  
extra. Erwin and Co., Ltd., 15 King St., Maidstone,  
Kent. Phone 55922. 777-6586

**TICKET-ISSUING** machines, 15 T.I.M. machines, all  
in good condition, id. to ex., carrying tin and harnesses,  
suitable small bus service or where tickets issued for other  
purposes, records cash totals, for sale, cheap, offers invited,  
singly or the lot.

**YELLOW BUS SERVICES, LTD.**, 130 Worplesdon Rd.,  
Guildford. Phone 62615. 775-x866

### Miscellaneous Wanted

**ALUMINIUM** scrap urgently required, Lowton Metals,  
Ltd., Lowton St. Mary's, Nr. Warrington. Leigh  
(Lancs) 1444-5. 775-10

### SITUATIONS VACANT

**A.M.I.**, City and Guilds, A.M.I.Mech.E., etc., on  
"No pass, no fee" terms. Over 95% success.  
For details of exams and courses in all branches of auto-  
mo., mechanical engineering, etc., write for 144-page  
handbook—free. B.I.E.T. (Dept 725), 29 Wright's Lane,  
London, W.8. 775-908

**SALES** fieldman required by leading commercial vehicle  
manufacturers as factory representative for south-west  
England. Excellent opportunity for successful applicant,  
contributory pension scheme, car provided, previous expe-  
rience of commercial sales essential. Please write  
giving fullest personal details, including age and salary  
required, to Box E.U.0800, A.K. Adv., 212a Shaftesbury  
Avenue, London, W.C.2. 775-6524

**HEAVY** commercial salesman. Excellent opportunity  
for thoroughly experienced man to handle Seddon  
Diesel sales exclusively in large North Western area, good  
salary, commission and bonus, car provided. Apply to  
C. K. Hughes, Hills Garages, Seddon Diesel Distributors,  
Port St., Manchester, 1. 776-6575

### Miscellaneous Advertisements (contd.)

**LARGE B.M.C.** Distributors in the South of England,  
with number of depots, require Parts Supervisor,  
capable of co-ordinating and controlling the work of a  
number of Parts Managers. Must have good admini-  
strative ability, and experience up to at least Parts  
Manager level. Age group 30-45, good salary and  
prospects for right man. Car provided. Applicants will  
be treated as confidential. Please give full details of  
career and copy references. Apply Box CM742, care of  
"The Commercial Motor." 775-6567

**TRANSPORT** Manager required for Long-distance  
Haulage Co., operating 20 vehicles in West Riding,  
good salary and good prospects. Box CM7413, care of  
"The Commercial Motor." 775-6569

**STOREKEEPER**, preferably with Ford experience, for  
new premises to be opened as a main Ford dealership  
at 643 Eastern Avenue, Ilford, Essex, excellent oppor-  
tunity for advancement, top rates of pay, non-contributory  
pension and sickness benefit scheme. Call, write or phone  
W. J. Reynolds (Motors), Ltd., 643 Eastern Avenue,  
Ilford. Phone, Valentine 1155. 775-18

**TECHNICAL** assistants, experienced, required by the  
Midland Red Motor Services at their Central Works,  
Waterworks Rd., Edgbaston, Birmingham.

**APPLICATIONS** are invited from suitably qualified  
persons for these posts.

**APPLICANTS** must be 21 years of age or over and in  
good health.

**THEY** should possess as a minimum acceptable qualifica-  
tion the Ordinary National Certificate or other appro-  
priate examination of similar or superior standard, and  
they must also have had workshop and drawing office  
experience. They must be capable drivers though not  
necessarily in possession of a P.S.V. licence.

**FREE** travel facilities to and from duty on the company's  
vehicles and other travel concessions.

**APPLICATIONS** must be submitted in own handwriting,  
technical qualifications and past experience, and be  
addressed to the Chief Engineer,

**BIRMINGHAM AND MIDLAND OMNIBUS CO.,**

LTD., Midland House, 11 Vernon Rd., Edgbaston,  
Birmingham, 16. 775-15

**SOUTHDOWN MOTOR SERVICES, LTD.**, invite appli-  
cations for the position of chief schedules officer.  
Applicants should have had a wide experience in compiling  
drivers' and conductors' duty schedules and rotas, and  
be capable of dealing with this work for a fleet of 1,000  
passenger vehicles. General experience in other sections  
of a traffic department will be an advantage.

**SALARY** will be dependent upon the experience of the  
successful applicant, who will be required to reside in  
the Brighton district and work at the address stated below.

**APPLICATIONS** (which will be treated in strict con-  
fidence) should be marked "Confidential" and  
addressed to the General Manager of the Company,  
5 Steine St., Brighton, 1, Sussex, giving details of age,  
qualifications, previous experience and present appointment.

775-11

**EXPERIENCED** partsmen required by main dealer in  
Hertfordshire. Knowledge of Vauxhall-Bedford essen-  
tial. Generous remuneration and pension. Excellent pros-  
pects for successful candidates. Full details and  
experience to Box CM756, care of "The Commercial  
Motor." 775-55

**COMMERCIAL** vehicle representative required for the  
London area, with extensive retail selling experience,  
car provided, good pension scheme to suitable applicant.  
Please write giving full details to The Commercial Vehicle  
Manager, Car Mart, Ltd., Welsh Harp, Edgware Rd.,  
London, N.W.1. 775-9

**COMMERCIAL** vehicle distributors will shortly have a  
vacancy for a senior and junior salesman to operate in  
first-class territory in N.W. London. Applications for  
appointment to Box CM751, care of "The Commercial  
Motor." 775-4

**VAUXHALL**, Bedford main dealer, Home Counties,  
requires manager for C.V. depot, experienced to enable  
control all departments, including bodybuilding. Write  
in confidence. Box CM7517, care of "The Commercial  
Motor." 775-11

**EXPERIENCED** Commercial Vehicle Salesman required  
by Ford main dealers. Good scope and remuneration.  
K. T. and Engineering (Dartford), Ltd., The Brent, Dart-  
ford, Kent. 775-287

**COMMERCIAL-VEHICLE** salesman required, experi-  
ence essential, remuneration on salary, expenses and  
commission basis. Apply in writing in first instance to  
W. Harold Perry, Ltd., Station Bridge, Wealdstone,  
Middx. 775-243

**COMMERCIAL-VEHICLE** salesman required by Dodge  
area dealers, wage and commission basis. Apply in  
writing. Geo. H. Kendrick, Ltd., Carters Green, West  
Bromwich 775-153

### SITUATIONS WANTED

**YOUNG** man mid-30s, fit, active, responsible, at present  
farming, wishes to enter field of road transport,  
preferably long-distance heavy goods, capital, mechanical  
background, anything considered. Box CM7511, care of  
"The Commercial Motor." 775-x780

**EXPERIENCED** road transport manager desires change,  
operating and/or clearing house, London area. Box  
CM7520, care of "The Commercial Motor." 775-x856

### STORAGE ACCOMMODATION

**STORAGE** and redistribution, 10,000 sq. ft. available  
for all goods, damp-proofed floors, inspection invited.  
Knowles (Transport), Ltd., Wimbington, Duddington  
233-4. 778-6525

**STORAGE** and redistribution facilities available, 28  
S and A licence vehicles at present covering the whole  
of West Yorkshire and Warwickshire, including Barnsley,  
ham on sugar distribution. H. B. Everton Roadways,  
Ltd., Droitwich. Phone 2378. 775-431

### TENDERS

**DENNIS 1950 CHASSIS-CAB.**

(EX REFUSE COLLECTION VEHICLE.)

MAY BE SEEN BY ARRANGEMENT WITH THE

SURVEYOR AT

25 WESTGATE, SLEAFORD.

Tenders, by September 16, to Clerk of the Sleaford Urban  
District Council at this address. 775-122

# Miscellaneous Advertisements (contd.)

## BOROUGH OF EALING.

### PURCHASE OF BEDFORD VEHICLES

TENDERS ARE INVITED FOR THE SUPPLY AND DELIVERY OF THREE BEDFORD LORRIES AND FOR THE PURCHASE OF SEVEN EXISTING VEHICLES.

Full particulars of new vehicles required and existing vehicles, together with Forms of Tenders, may be obtained from the Borough Surveyor, Town Hall, Ealing, W.5

Tenders, in plain sealed envelopes, endorsed "Tender for Vehicles," but bearing no name or mark indicating the sender, must be delivered at my office not later than 9.30 a.m. on Tuesday, September 30, 1958.

E. J. COPE-BROWN,  
Town Clerk.  
775-6551

## COUNTY BOROUGH OF EAST HAM.

### DISPOSAL OF VEHICLE.

TENDERS ARE INVITED FOR THE PURCHASE OF A

### 1938 BEDFORD 2-TON TIPPER.

Further particulars and forms of Tender (returnable by not later than 12 noon, September 15, 1958) from Borough Engineer, Town Hall, E.6. 775-17

**Boys**

**3RD AXLE CONVERSIONS**

**HENRY BOYS & SON LTD.**  
**OXFORD ST. WALSALL 2181**

# Miscellaneous Advertisements (contd.)

## MAIDSTONE CORPORATION TRANSPORT.

TENDERS ARE INVITED FOR THE DISPOSAL OF

### ONE 1942 AND TWO 1943 GUY

### DOUBLE-DECK MOTORBUSES.

FITTED WITH GARDNER 5LW ENGINES.

Full particulars and Form of Tender may be obtained on application to the undersigned.

Closing date for tenders October 4, 1958.

WALTER, KERSHAW, M.Inst.T., M.I.R.T.E.,  
Corporation Transport Department,  
372 Tonbridge Rd.,  
Maidstone, Kent. 775-19

## WORKS TRUCKS

COVENTRY Climax 4,000-lb. capacity, Clark fork-lift 4,800-lb. capacity; Clark 3,200-lb. capacity, Martindale, Cross Hall Works, Chorley, Lancs. Phone. 775-228

## BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 7d. post free.

DIESEL oil stocks books. Cost books, etc. Send for descriptive list.

CHARWOOD PUBLISHING CO., LTD., Coalville, 222-944

THE ROAD TRANSPORT ENGINEER. Edited by G. Mackenzie Junner, Editor of "The Commercial Motor." This textbook deals with the specialized work of the engineer in the maintenance, repair and overhauling of commercial vehicles employed in transport of goods and passengers. Its contents range from the basic principles of vehicle maintenance to the economics of operation and embrace insurance, road transport law and management. 196 pages. Illustrated. Price 21s. net from booksellers, or 27s. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

"FARM MECHANIZATION" DIRECTORY, 1956-57. Compiled by the staff of "Farm Mechanization." Established as the complete guide for farm machinery importers, dealers and manufacturers throughout the world, this edition covers the period 1956-57. Sections are devoted to tractors and their specifications, implements, test reports and manufacturers' names and addresses. Illustrated. 552 pages, 25s. net from booksellers, or 26s. 9d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

# Sept. 5, 1958 - THE COMMERCIAL MOTOR 65 (Supplement)

## Books and Publications (contd.)

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detailed facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated, 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 3d. and 6s. 7d. net respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, consisting of the most up-to-date information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK, by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics Works, this book is designed for students entering for the award of the National Craftsman's Certificate in Automobile technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Ltd., Bowling Green Lane, London, E.C.1. 222

THE BRITISH COMMERCIAL VEHICLE INDUSTRY (6th Edition). Compiled by the staff of "The Commercial Motor." Completely revised and illustrated with many new photographs and technical drawings, the Catalogue provides a comprehensive guide to all types of British commercial vehicles and an up-to-date review of the products of British makers of commercial vehicle chassis, trailers, engines, bodies, components and equipment which are offered for export to road transport operators and traders in overseas countries. The colour code system enables rapid identification of the main sections of the book to be made and the specification table headings and illustration captions are in French, Spanish and English with weights and measures quoted in both English and metric units. 250 pages. Illustrated. Price 42s. net from booksellers, or 44s. 3d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

## TYRES!!! TYRES!!! TYRES!!! H. MATTHEWS LTD.

10,000 Tyres always in stock.  
ALL MAKES AND SIZES SAVE MONEY  
Phone, write or call  
89-97 Stockwell Road, London, S.W.9.  
BRIXTON 2026 (8 lines)  
Export Dept. 2077

## CLASSIFIED ADVERTISEMENT ORDER FORM



Bowling Green Lane, London, E.C.1

PLEASE INSERT THE FOLLOWING ADVERTISEMENT IN THE NEXT.....ISSUE/S

UNDER THE HEADING OF.....

Rate 8d. per word (minimum 12 words 8/-) • Box Numbers: allow 4 extra words plus 1/- registration fee • Press Time: 10 a.m. Tuesday.

					Min. 8/-
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12/8	13/4	14/-	14/8	15/4	16/-
16/8	17/4	18/-	18/8	19/4	20/-
20/8	21/4	22/-	22/8	23/4	24/-

★ Please use BLOCK letters throughout. Name and address, if to be used in the advertisement, must be included above and paid for.

NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

REMITTANCE ENCLOSED FOR.....

Remittances should be crossed and made payable to TEMPLE PRESS LIMITED.

SIGNATURE: \_\_\_\_\_





*Behind the  
SAFE, DEPENDABLE CONTROL  
of ALL Heavy Road Vehicles*

**WESTINGHOUSE BRAKE & SIGNAL CO. LTD.**  
Automotive & Industrial Products Division, Hanham Road, Bristol.  
Tel: Bristol 67-1781

Sales agents for Road Transport Undertakings:  
**EQUIPMENT & ENGINEERING CO., LTD.**, 2-3 NORFOLK ST., LONDON, W.C.2

**Keith & Boyle**  
**REliance 4211**



**BEDFORDS**  
from 10-cwt.  
**VANS**  
to  
10-ton  
**TRACTOR  
UNITS**

DAILY 8-7 SATS 8-5 SUN 10-1

**80 CLAPHAM RD. S.W.9**

CLOSE TO OVAL TUBE

COME TO THE OVAL FOR A SQUARE DEAL

## THE REGENT AXLE CO. LTD.

P.O. BOX 25  
MARLES STREET  
BURNLEY, LANCs



MANUFACTURERS OF  
"REGENT" AXLESHAFTS,  
CROWN WHEELS AND  
PINIONS, REPLACEMENTS  
WITH A WORLD-WIDE  
REPUTATION FOR  
QUALITY

Phone BURNLEY 7231



A WIDE CHOICE OF NEW  
AND SLIGHTLY-USED DODGE  
TRUCKS ALWAYS IN STOCK.

## THIS SERVICE YOU CAN TRUST, SIR

You want to REDUCE the Repair Times on your DODGE Trucks:  
You want Spares delivered right on the dot—

## THE FERRARIS DODGE SERVICE

DOES JUST THAT

FULL RANGE OF FACTORY-RECONDITIONED EXCHANGE ENGINES OFF THE SHELF  
Ferraris-reconditioned Clutch Assemblies, Water Pumps, Petrol Pumps, Gear Boxes and Differentials  
Such Speedy Deliveries! Such Satisfying Service!!

**FERRARIS OF CRICKLEWOOD LTD.**

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

Hours of Business—Mon. to Fri. 8 a.m.—5.30 p.m.; Sat. 8 a.m.—noon.

GLADSTONE 2234 (6 lines)

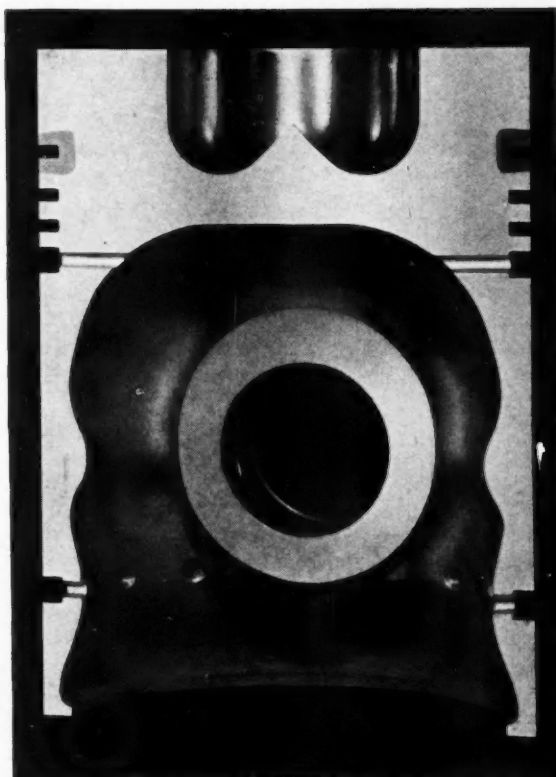
THE INDEX TO ADVERTISERS WILL BE FOUND ON PAGE 21

Printed in England and Published Weekly by the Proprietors, TEMPLE PRESS LTD., BOWLING GREEN LANE, LONDON, E.C.1.  
Annual Subscription rate, 78/- (Canada and U.S.A. \$10.00). Registered at the G.P.O. as a Newspaper. Entered as second-class matter at the Post Office at New York, N.Y.,  
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# Wellworthy **ALFIN** armoured ring groove pistons

*... more than pay  
for themselves  
in the first year!*

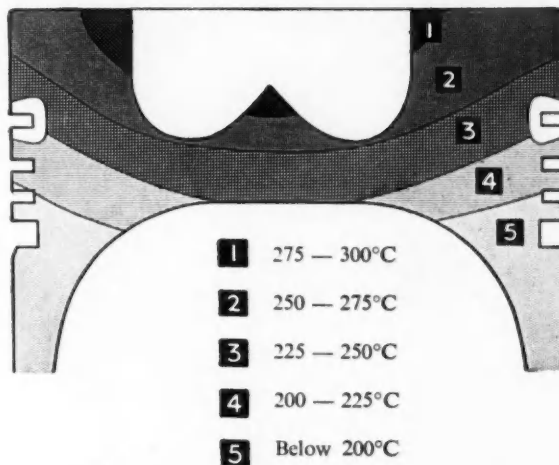
The top ring groove of the Al-Fin Piston has an austenitic cast iron insert bonded to the alloy giving strength where it is most required. This iron bonded securely to the alloy during the casting of the piston will stand up to the most severe usage. That means piston life is increased by at least 100%. This double mileage saves you the cost of one overhaul *and* the cost of another set of pistons! Write for leaflet D 20/9



## **Isothermal Piston Design....**

Wellworthy use Isothermal Survey in diesel engine piston design to ensure:

- Correct selection of materials.
- Determination of correct running clearances.
- Avoidance of localised hot areas.
- Correct gudgeon pin alignment.
- That head thickness, coupled with correct blending into piston wall overcomes distortion of ring grooves. This has considerable bearing on blow-by and efficient oil control.



# Firestone TRANSPORT



## EXTRA MILEAGE TREAD

—Precision-balanced rib design increases service because tread wears slowly and evenly. Abrasion resistant rubber compound gives longer wear.

## IMPROVED SHOULDER DESIGN

—Maximum protection against curb-scuffing. Deep grooves promote quick dissipation of heat.

## SAFETY-TENSIONED GUM-DIPPED CORD BODY

—Tension drying of body cords eliminates tyre growth, tread cracking, and gives positive mating of dual tyres.

## WIDER, FLATTER TREAD

—More rubber on the road gives more uniform wear, increases mileage and gives greater resistance to skidding.

## RIM-FITTING BEADS

—Stronger bead foundation reduces bead and side-wall failure because excess chafing and flexing are eliminated.

## Experience Counts

44 factories throughout the world. Firestone total sales exceed £1,000,000 per day.



**Firestone TYRES —**  
**consistently good**